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2015 General Plan *and Local Coastal Program*

City of Port Hueneme



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2015 General Plan and Local Coastal Program

City of Port Hueneme



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General Plan

CITY OF PORT HUENEME

GENERAL PLAN

INTRODUCTION

City of Port Hueneme
250 N. Ventura Avenue
Port Hueneme, CA 93041
(805) 488-3625

Consultants to the City:
Cotton/Beland/Associates, Inc.
747 East Green Street, Suite 300
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INTRODUCTION

Definition "What is the General Plan?" Many citizens of Port Hueneme and other California cities ask this question. An important but often misunderstood document of City policy, the General Plan can be simply described:

A comprehensive statement, in maps and text, of public intent for the physical, social and economic development of the City.

As a "plan," it sets forth policy for the future. It defines means to achieve such a future by descriptions of "programs." Because it projects anticipated conditions based upon a careful analysis of current trends, it is a dynamic tool which requires continual review and updating in order to serve the needs of the City. Accordingly, this edition of the Port Hueneme General Plan is not the end of a planning effort; it is simply the most current statement.

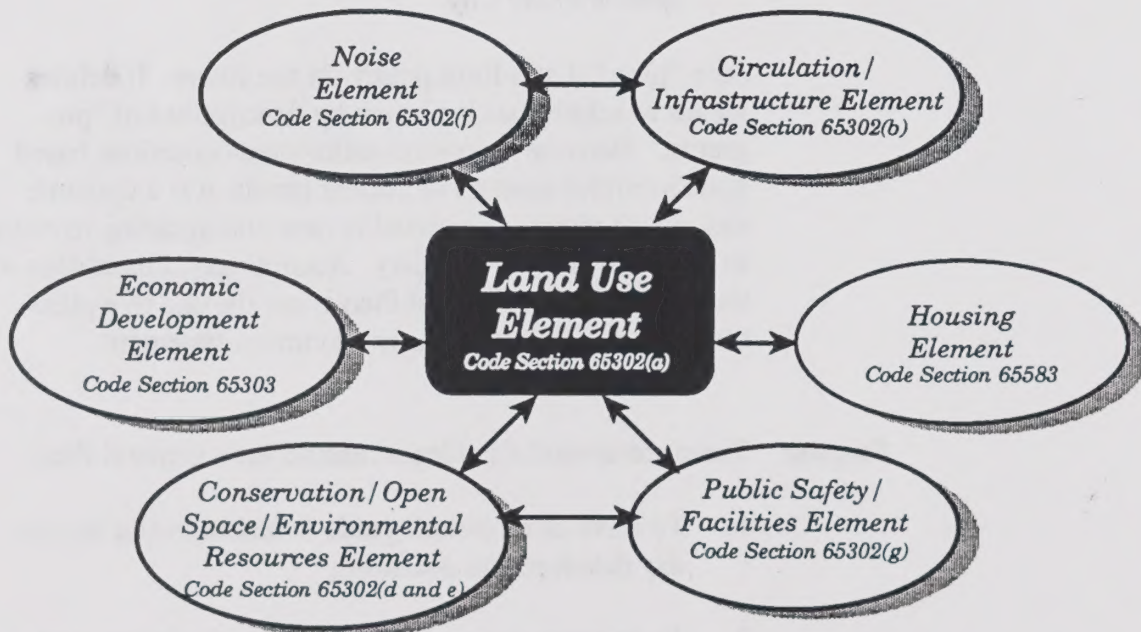
Purpose There are several significant reasons for a General Plan:

1. To serve as an overall guide in making valid day-to-day development decisions;
2. To improve communications between citizens and their local government by displaying government's intentions for review and reaction by citizens;
3. To coordinate efficient implementation of the Plan by various City agencies;
4. To provide a basis for optimum development of the City's environmental resources to the benefit of its citizens; and

5. To meet the requirements of state and federal governments.

Format The General Plan consists of seven separate elements which together satisfy the content requirements of State general plan law (Government Code Section 65302). The relationship of the General Plan elements is illustrated in Figure I-1.

Figure I-1
Relationship of General Plan Elements



The seven General Plan Elements and the Land Use Policy maps clearly state the community's goals and policies for the long-term development of the City.

Each of the Plan's seven elements includes the following: an Introduction, Issues Identification, and Goals and Policies.

The Introduction describes the purpose and focus of the element and also introduces other plans and programs which, in conjunction with the General Plan, may be used to implement specific policies and programs. The Issues section highlights short- and long-range planning issues requiring attention in the element.

Each Goals and Policies section presents the City's long-term policy objectives for land use, circulation, housing, preservation, use of open space and natural resources, protection of public health and safety, provision of adequate infrastructure, promoting urban design, and fostering economic development. The goals and policies are presented by issue or topic, and a brief description of philosophy or policy direction guiding those objectives precedes each group of goals and policies.

***The General Plan
Process***

Technical Studies: A number of documents support the General Plan, but are not adopted as part of the General Plan. These include the issue papers and technical reports undertaken during the General Plan's preparation, and the Environmental Impact Report (EIR). The background information contained in these documents is based on current conditions and must be updated as conditions change. This information is separated from the elements to facilitate periodic updating.

Background documents referred to in the General Plan are referenced as appropriate and included in the Plan's bibliography. Descriptions of various plans and programs which related to the General Plan are described in the Land Use Element.

Goals and Policies Definitions: For general reference, the following definitions are used for goals, policies, and implementation measures:

Goal: A goal is a broad statement of purpose and/or direction.

Policy: A policy describes how the goal may be achieved.

Implementation Measure: An implementation measure is a specific program which will be used to achieve goals and to put policies into effect.

Citizen Participation: A major factor in the update of the Port Hueneme General Plan process was the direct involvement of a representative advisory committee during the planning process.

A group of 26 local citizens was asked to serve throughout a seven-month program as advisors to the consultant team. The role of the General Plan Advisory Committee (GPAC) was invaluable -- to review the interim findings and conclusions of the team, to discuss implications and potential impacts of possible programs, and to state broad community values as a basis for land use policy.

An extensive series of Work Task Papers by the Consultant Team provided a means of communication and documentation of the planning effort as it progressed.

Future use of such ad hoc groups, newsletters and "town hall" meetings are useful means of maintaining the momentum achieved to date.

Port Hueneme enjoys a substantial advantage over many cities because its relatively small size facilitates a greater degree and intensity of citizen participation in the truest sense.

The Zoning Ordinance and the General Plan

The City's zoning ordinance contains definitive use regulations and standards, while the General Plan establishes basic policy and land use criteria. See the Land Use Plan section of this element for additional information.

The Local Coastal Program and the General Plan

The General Plan, Zoning Ordinance, Zoning Map, and other implementing actions constitute the Local Coastal Program (LCP) for that portion of the coastal zone within the City's jurisdiction. Refer to the Land Use Plan section of this element for additional information.

***Updating the
General Plan***

Yearly Review and Five-Year Update: The City Planning Department prepares a yearly report to the City Council on the status of the General Plan. This report summarizes General Plan amendments, mitigation monitoring as defined by the General Plan EIR mitigation monitoring program, the status of regional plans and programs which relate to the General Plan, and any new legal requirements.

A comprehensive review and as necessary update is made every five years. Each general plan element may be amended as often as four times per year.

Amendment of the General Plan: The State recognizes the dynamic nature of the General Plan and provides for periodic review of the document to ensure that it is consistent with the conditions, values, expectations, and needs of the community.

The General Plan Guidelines state:

"The General Plan is a dynamic document because it is based on community values and an understanding of existing and projected conditions and needs, all of which continually change. Local governments should plan for change by establishing formal procedures for regularly monitoring, reviewing, and amending the General Plan."

Thus, the General Plan will be amended from time to time as City objectives become more defined or shift or as State law dictates. However, the primary objective of the Plan - to establish a vision for the future City - will continue to shape citywide policies and programs into the twenty-first century.



General Plan

CITY OF PORT HUENEME

GENERAL PLAN

LAND USE ELEMENT

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LAND USE ELEMENT

What is the Land Use Element?

The Land Use Element and Land Use Policy Map look to the Port Hueneme of 2015. The Land Use Element includes a Land Use Policy Map which presents a graphic representation - a snapshot - of the City's future.

The element text defines the goals the City will pursue toward this future. Together the text and the map provide the foundation for land use decision making into the next century.

Purpose of the Element: The Land Use Element and the Land Use Policy Map are the two most important components of the General Plan. Together, these two parts of the Plan establish the overall policy direction for land use planning decisions in the City. The Land Use Policy Map displays graphically the location and distribution of land use in Port Hueneme, whereas the element text describes the form these uses will take, as well as the programs the City will pursue to implement the land use goals.

Goals and policies set forth in the Land Use Element shape and reflect the policies and programs contained in the other General Plan elements. For example, the street system and circulation improvements described in the Circulation Element are designed to accommodate the intensity of use allowed by land use policy. Housing Element programs focus on neighborhood stabilization and rehabilitation of single-family units. This is being done to ensure the long-term viability of existing neighborhoods and provide a mix of housing types.

The City intends to achieve a number of objectives through implementation of the goals and policies contained in this element.

Scope and Content: To best address land use issues affecting Port Hueneme, this element is divided into six subsequent sections - Intergovernmental Relationships, Related Plans and Programs, Land Use Issues, Land Use Element Goals and Policies, Land Use Plan, and Implementation of the Land Use Plan. The first three subsections highlight related governmental agencies, plans, and programs which effect land use planning in the City and land issues facing the City. They set the framework for goal formulation and policy and program development. These goals and policies are stated in the fourth subsection. Lastly, the Land Use Plan describes in detail the Land Use Policy map and identifies how long-term land use policy will be implemented in Port Hueneme while the Implementation subsection describes how the plan will be realized.

***Focus of the
Land Use Element***

Small Development Sites: Much of Port Hueneme is urbanized, with little likelihood of changing over the plan's time horizon. Preparation of this General Plan focused on vacant areas and areas which redevelopment plans identified as blighted and in need of being recycled to viable uses. Key development areas are summarized in the Land Use Plan subsection and specific redevelopment projects are prioritized in the Implementation subsection. With the exception of vacant retail commercial sites north of Channel Island Boulevard, several properties adjacent the intersection of Pleasant Valley Road and Evergreen Avenue, and a small site on Hueneme Road and "J" Street, all of the small development sites are within the Central Committee's Redevelopment Project Area.

Market Street: The area between the Port, Scott Street, Hueneme Road, and Ventura Boulevard is of special importance. New development in vacant portions of this area, i.e., the western half and along Market Street, must tie into existing commercial uses fronting on Ventura Road, the Museum, the Port, and the Beach area.

The Sunkist Site: . The Land Use Element proposes the Commercial - Visitor-serving category for this 11-acre site providing for visitor-serving and coastal-related commercial uses. This designation remains unchanged from the 1977 General Plan, as amended.

Naval Civil Engineering Laboratory (NCEL) Reuse

Site: In April, 1996, the NCEL was operationally closed and its mission and personnel transferred to the adjacent USNCBC. The General Plan proposes the "Port" land use category for the former NCEL site to accommodate port and coastal-related industry. Seawall and waterfront access together with some recreation and visitor-serving uses are also included within the overall plan for this site.

Pleasant Valley Road Extension: The extension of Pleasant Valley Road across the US Navy Construction Battalion Center (CBC) to connect with Victoria Avenue is shown and addressed in detail in the General Plan Circulation Element.

The Military and the Port: An important objective of the General Plan is the establishment of stronger ties and ongoing linkages between the City, the Port and the Military. The 1987 Agreement between the City and Port, and numerous city/military improvements around the perimeter of the CBC have established a strong precedent for continued cooperation between the three primary jurisdictions in Port Hueneme.

***Intergovernmental
Relationships***

Government agencies at the local, regional, state and federal level influence and affect the City of Port Hueneme. A brief summary of the primary impacts that these agencies have on the City are described below.

Ventura County Air Pollution Control District: The Ventura County Air Pollution Control District adopted the 1987 Air Quality Management Plan in July 1988. The California Legislature passed the California Clean Air Act (CCAA) shortly after the 1987 AQMP was adopted. The CCAA requires all nonattainment areas (areas which exceed the established air quality standards) in the State to develop plans to meet federal and state air quality standards. As a result, the 1991 AQMP was created. The Plan contains control measures to reduce pollution emissions.

The 1991 AQMP will be revised periodically to comply with new federal planning and additional CCAA requirements. Controls implemented through the Plan could increase business operation costs, making it less desirable for commercial and industrial developments to locate in Port Hueneme and the surrounding area. The Plan, as a result, may limit further development in Port Hueneme.

The City of Port Hueneme has incorporated goals and policies into the Conservation/Open Space/ Environmental Resources Element to adequately address air quality issues confronting the City.

City of Oxnard Wastewater Division: The Oxnard Treatment Plant, maintained by the Oxnard Wastewater Division, treats all wastewater generated within the City of Port Hueneme. The plant's processing capacity recently (1992) increased from 22.6 to 31.7 million gallons/per day.

As a result of structural improvements, the Oxnard Treatment Plant is able to more efficiently handle wastewater from the City. However, Port Hueneme will not currently benefit from capacity increases because the City in 1976 entered an agreement with the Oxnard Treatment Plant establishing a processing limit of 3.7 million gallons per day. Flow in 1996 was estimated to average 2.4 million gallons per day. As a result of capacity increases, Port Hueneme may re-negotiate their contract limit later, if necessary. (See the Circulation/Infrastructure Element for further discussion).

Ventura County Local Agency Formation Commission:

LAFCO is charged with the responsibility for encouraging an orderly formation and development of local government agencies within Ventura County.

The City of Port Hueneme's sphere of influence (the area designated by LAFCO that can be annexed by a jurisdiction) is contiguous with the City's existing boundaries. No additional annexations are anticipated to occur.

Ventura County Regional Council (VCRC): The Association of Ventura County Cities (AVCC) is in the process of forming a new body - the Ventura County Regional Council - to address planning issues on a subregional level. Issues such as traffic, growth management, water conservation, solid waste management, and open space linkages are some of the issues that the VCRC may address.

VCRC policies may result in proposed amendments to the General Plan.

Southern California Association of Governments

(SCAG): In the latter half of the 1980s, growing regional concern and legislation regarding traffic, air pollution, rising housing costs, and other issues affecting the Southern California community as a whole led SCAG to prepare comprehensive regional plans which address these concerns.

Two plans which affect planning in Port Hueneme include SCAG's Regional Mobility Plan, and Growth Management Plan. These plans intend to work in concert to reduce traffic congestion and pollutant levels. Planning strategies focus on reducing automobile and truck traffic on the regional transportation network, as well as at local levels.

These regional plans contain strategies that directly affect the City of Port Hueneme.

Hueneme and Oxnard Elementary School Districts:

Both school districts educate students from Port Hueneme. Each district does not exclusively serve Port Hueneme and students from other communities attend schools within these districts. In addition, students in Port Hueneme may attend schools outside the corporate limits of the City but within the respective school district.

Hueneme School District operates eleven school sites. Four of these sites - Bard, Hueneme, Parkview, and Sunkist Elementary Schools - are located in Port Hueneme. The Oxnard School District maintains eighteen school sites. The Hueneme School District generally includes the eastern portion of Port Hueneme; the Oxnard School District, the northern portion.

New development occurring within Port Hueneme and the surrounding area may increase the number of students within each school district. The Public Safety/Facilities Element addresses these issues relating to schools and establishes goals and policies to guide the education system.

Oxnard Union High School District: The Oxnard High School District encompasses the entire City of Port Hueneme and extends into the Cities of Oxnard and Camarillo. The majority of students in Port Hueneme attend Hueneme High School.

Similarly to the elementary school districts, new development may increase the high school's student population. Refer to the Public Safety/Facilities Element for additional information.

City of Oxnard: The City of Oxnard has a population of approximately 156,000 persons, according to the 1998 California Department of Finance Estimates. Port Hueneme is almost completely surrounded by the City of Oxnard with only a small portion of unincorporated land situated on Port Hueneme's southwestern border.

Due to close proximity of the two cities, policies in either jurisdiction affect the neighboring City. The most significant new development that may occur in Oxnard is along Ormond Beach which is located southeast of Port Hueneme. Development occurring as a result of this plan may impact traffic, air quality, and other issues in Port Hueneme.

A joint planning agreement between the Cities of Oxnard and Port Hueneme was created in 1991 to coordinate the development of the specific plan for Ormond Beach. The agreement established that both cities should work together to:

- create compatible land development policies;
- develop design standards for Hueneme Road;
- create a waterfront development program;
- link non-vehicular transportation networks;
- evaluate cooperative redevelopment opportunities;
- plan capital improvements; and
- evaluate Ormond Beach's economic impact.

Oxnard Harbor District: The City of Port Hueneme and Oxnard Harbor District entered an agreement in March, 1987. The agreement requires the City to consider amending the City's General Plan, Local Coastal Program, and Zoning Ordinance to impose a single zoning classification upon the property owned by the Oxnard Harbor District within the City. The agreement also specifies that the City will institute development policies and standards which streamline permit processing.

In response to this agreement, the City of Port Hueneme is revising its General Plan to include one land use designation for property owned by the Oxnard Harbor District. In addition, the General Plan contains policies to streamline permit processing for District projects.

California Coastal Commission: Port Hueneme adopted a Local Coastal Plan in February 1983 and certified it in 1984. Prior to the adoption of the LCP, the California Coastal Commission had primary responsibility in the jurisdiction over the issuance of development permits for projects which are consistent with Coastal Act policies. Once the LCP was approved, approval of development projects within the coastal zone reverted to Port Hueneme.

Although the City of Port Hueneme has primary responsibility to issue building permits, the Coastal Commission retains discretionary review on appealable projects within the coastal zone.

The Plan section of this Element contains a discussion of Port Hueneme's Local Coastal Plan and the General Plan.

California Regional Water Control Board: The California Regional Water Quality Control Board is responsible for maintaining acceptable water quality.

Water in the City's water system as well as water emitted by sewage outfalls is subject to quality standards set by the Board. The Board also has overall responsibility for the Ventura County Storm Water Management Program implemented by the City in cooperation with Ventura County and the Ventura County Flood Control District under the National Pollutant Discharge Elimination System (NPDES) permit program (page 17).

(See the Conservation/Open Space/Environmental Resources Element for additional information).

Port Hueneme Water Agency (PHWA): The Port Hueneme Water Agency is a joint powers agency formed in 1994 by the City of Port Hueneme and Channel Islands Beach Community Services District (CIBCS). The purpose of the PHWA is to improve the quality and reliability of drinking water supplies, and to secure adequate water supplies for current and projected future water demands, for four project participants in the Port Hueneme area of coastal Ventura County. The project participants also include the Navy bases at Point Mugu and Port Hueneme.

The PHWA facilities are expected to be fully operational by the beginning of 1999. The project would involve the construction of a regional desalination water treatment plant and various pipelines to : (1) Treat groundwater currently received from the UWCD to meet current and anticipated drinking water standards; (2) Import State Water project water from the Calleguas Municipal Water District and the Metropolitan Water District of Southern California. These facilities would allow the project participants to meet projected future demands for drinking water quality standard with greater reliability and with less dependence on local groundwater resources which are threatened by sea-water intrusion. UWCD groundwater would be used to meet minimum daily water demands, while imported state water would be used to meet peak daily demands. A PHWA Environmental Impact Report was certified by the Agency Board of Directors on May 22, 1996.

Related Plans and Programs

In addition to locally adopted plans, Port Hueneme is affected by a number of regional policies. City and regional plans which relate to the General Plan are discussed briefly in the following paragraphs.

Ventura County Air Quality Management Plan (1994 with 1995 update): The Ventura County Air Quality Management Plan (AQMP) establishes policies and programs for the attainment of federal and state air quality standards. The Plan contains measures to reduce emissions of reactive organic compounds and nitrogen oxides, the two precursors to ozone. In addition to control measures, the report includes information about air quality trends, and emission forecasts.

Many policies and programs from the AQMP have been incorporated into the Conservation/Open Space/Environmental Resources Element.

Transportation Control Measures (1988): As an outgrowth of the 1987 Ventura County Air Quality Management Plan, the City of Port Hueneme is obligated to implement various transportation control measures which serve both to alleviate traffic congestion and reduce photochemical smog. A number of these measures (e.g. jobs/housing balance recommendations) influence policy direction for the distribution of land uses within the City and have been included in the Conservation/Open Space/ Environmental Resources Element.

Ventura County Congestion Management Plan (1991): State law requires that Ventura County create a Congestion Management Program (CMP) prior to the County receiving gas tax monies, made available through Proposition 111. The CMP represents an effort to manage traffic congestion by coordinating the many transportation, land use, and air quality programs in Ventura County. As part of this program, the City of Port Hueneme is required to adopt their own land use impact program and establish policies to maintain LOS standards which are outlined in the Circulation/Infrastructure Element.

Port Hueneme Risk Assessment (1990): The Port of Hueneme comprises a significant portion of the City's coastline. Operations occurring in the Port could affect residents and businesses in the City. In 1990, a risk assessment for the Port of Hueneme was prepared which analyzes the potential risk to the surrounding community from facilities and operations at the Port. The report includes specific measures to ensure the safety of Port operations. These measures are incorporated into the Public Safety/Facilities Element.

Seismic Hazards Mapping Act (1990): The Seismic Hazards Mapping Act of 1990 calls for the delineation of seismic hazard zones bounding areas of high potential for liquefaction, earthquake-induced landslides, and other ground failures.

The principal role of the State is to identify seismic hazard study zones. Based on State prepared maps, the local government is charged with adopting policies to reduce the extent of earthquake damage. Preliminary policies are included in the Public Safety/Facilities Element to support the Seismic Hazards Mapping Act.

City of Port Hueneme Multihazard Functional Plan (1998): The Multihazard Functional Plan provides the basis for disaster response planning in Port Hueneme. (See the Public Safety/Facilities Element for additional information). The Plan addresses the jurisdiction's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. Operational data, including a listing of resources, key personnel, essential facilities, contacts, and other data needed for conducting emergency operations is also provided.

Ventura County and Incorporated Cities Hazardous Waste Management Plan (1988): The Hazardous Waste Management Plan is designed to ensure that safe, effective, and economical facilities for the management of hazardous wastes are available when they are needed. To attain this goal, the Plan establishes goals, policies, and programs to encourage the safe handling, storage, and transportation of hazardous materials.

The Public Safety Element addresses the hazardous materials issue and incorporates policies from the County's Hazardous Waste Management Plan to manage hazardous materials.

Parks and Recreation Master Plan (1990): The Parks and Recreation Master Plan forms a framework for the future provision and operation of active and passive parks, pedestrian and bicycle paths, recreation and leisure programs, and community service facilities which physically relate to parks provisions. This Plan includes two parts: an inventory of existing recreation facilities in Port Hueneme and a plan that specifies improvements for the future operation of each facility. In addition, the Plan includes a summary of proposed expenditures and available funding sources.

This Plan served as the basis for the development of the parks and recreation portion of the Conservation/ Open Space/Environmental Resources Element.

Water Conservation Retrofit Program (1991): Port Hueneme has adopted a Water Conservation Retrofit Program to decrease the City's water consumption. The program requires all new buildings and all existing buildings which are altered to conform with the American National Standards Institute requirements for ultra-low consumption plumbing fixtures, such as low flush toilets and low flow showerheads. (See the Conservation/Open Space/ Environmental Resources Element).

Fox Canyon Ground Water Management Agency Ordinance 5, 1990): State legislation (AB 2995) passed in 1982, created the Fox Canyon Ground Water Management Agency (GWMA) to manage the area's groundwater conditions. In August 1990, the GWMA adopted Ordinance 5 which requires all users of groundwater supplies in their jurisdiction to reduce their pumping from groundwater supplies in accordance with specific date and percentage goals.

Many elements including Land Use, Conservation/Open Space/Environmental Resources, and Circulation/Infrastructure address the water supply issue and Ordinance 5.

Urban Water Management Plan (1990): The Urban Water Management Act, adopted in 1985, requires that urban water purveyors serving more than 3,000 acre feet of water a year for municipal use must adopt an urban water management plan. Port Hueneme was one of the 12 water purveyors in the County that were required to comply with this law. In 1990, the City of Port Hueneme adopted an urban water management plan that encouraged water conservation techniques.

The UWMP is the City's key water planning element which addresses SB 901 Water Supply Assessment requirements. The document assists the City in coordinating land use and water supply planning and helps to ensure that there are adequate water supplies to support proposed development projects. The PHWA water quality and supply improvement project is a key component of the UWMP and has resolved the City's historical environmental constraints relative to its future water needs. (Refer to the Circulation/ Infrastructure, and Conservation/Open Space/ Environmental Resource Elements)

Port Hueneme Local Coastal Program (1984): Port Hueneme's current LCP was certified by the California Coastal Commission in 1984. The LCP exists as an amendment to the existing (1977) General Plan and discusses the allowable land uses and applicable coastal resource issues for the planning areas within the city's coastal zone. The LCP continues to be implemented as the primary planning document for the coastal zone. The updated General Plan incorporates policies from the LCP to preserve coastal resources. (See the Conservation/Open Space/Environmental Resources Element).

Community Redevelopment Law: California, through the Community Redevelopment Law (Health and Safety Code Sections 33000 et. seq.) authorizes a city to undertake redevelopment projects to revitalize blighted areas. An adopted plan provides additional tools to a city to effectuate productive change. (See the Economic Development Element). These include the use of tax increment (i.e., amount of additional tax revenue above a "frozen" base generated by increased property valuations resulting from new development on the project), property acquisition, consolidation of small parcels, joint public-private partnerships, clearance of land and resale to developers, and relocation of tenants. A minimum of twenty percent of the tax increment, in most cases, is to be used for the development of low and moderate income housing.

Ventura West Specific Plan (1978): The Ventura West Specific Plan, adopted in January 1978, serves as an important redevelopment tool in Port Hueneme. The Plan identifies target areas and outlines specific actions to be undertaken at each site. The objective of the plan is to improve Ventura West as a residential neighborhood through rehabilitation, new construction, and new public improvements, while maintaining the area's role as a housing resource for those of low and moderate income.

Five Year Implementation Plan (1998): Under the requirements of the Community Redevelopment Law Reform Act of 1993, the Port Hueneme Redevelopment Agency adopted a second Five-Year Implementation Plan in December, 1998. This plan covers all three Agency's Redevelopment Project Areas, and describes the link between the elimination of blight and the proposed actions of the Agency. In summary, the plan describes the specific goals and objectives of the Agency, programs and expenditures to be made over the next five years, and the connection between the Agency's intended actions and the alleviation of blight. In addition, the Plan serves as a Housing Fund Deficient Reduction Plan; that is, it describes the programs and expenditures to be made over the next five years in furtherance of affordable housing. Under operative statutes, the Five-Year Implementation Plan must conform with the Housing Element of the General Plan.

Cost Control System for the City of Port Hueneme (1992): The Cost Control System report provides the base data for the City of Port Hueneme to chart a future financial course that will preserve the quality of life which local citizens have come to expect. (See the Economic Development Element). The report examines revenue sources and the costs associated with operating existing and future programs and facilities.

City of Port Hueneme Administrative Supplement to the State CEQA Guidelines (1991): To administer CEQA, public agencies are required to adopt objectives, criteria and specific procedures consistent with CEQA and the State CEQA Guidelines. In compliance with this mandate, the City of Port Hueneme has prepared an Administrative Supplement which contains an overview of the environmental review process, a description of the planning department and city council's responsibilities, a discussion of projects that are exempt under CEQA, and an outline of the steps involved in preparing an EIR.

City Landscape Design Standards: The City of Port Hueneme Landscape Design Standards establish the minimum landscape requirements for all new private developments within the community. A plant palette and list of materials that can be utilized for landscaping are included within the document.

South Coast Area Transit Joint Powers Agreement: South Coast Area Transit (SCAT) is the regional transportation system serving residents of western Ventura County. The system grew out of the merging of the City of San Buenaventura's Citizens Transit Bus Service (which provided transit services to the cities of San Buenaventura and Ojai) and the City of Oxnard's Municipal Bus Lines (which provided transit services to the cities of Oxnard and Port Hueneme). A Joint Powers Agreement was signed in 1973 between these four cities. In 1977, the City of Santa Paula and County of Ventura were added as participating members. In 1994, Santa Paula discontinued its membership.

The Board of Directors meets monthly to provide policy formation and direction for SCAT operations. Each Board member has a weighted vote, which is based on the number of service miles traveled throughout each jurisdiction and thus, the amount of annual funds contributed to SCAT operations.

Ventura County Fire Prevention District Joint Powers Agreement: Since incorporation, the City has been serviced by the Ventura County Fire District (VCFD). Throughout the County, the District has 32 fire stations and employs 463 full-time staff and approximately 40 reserve personnel. The 856-square mile service area includes the cities of Port Hueneme, Camarillo, Thousand Oaks, Moorpark, Simi Valley, Ojai and the unincorporated areas of Ventura County. In addition to field operations, VCFD provides the City with fire safety planning and plan check services for new construction, fire code inspection and enforcement, and hazardous materials containment/cleanup.

Ventura County Storm Water Management Program.

Under provisions of the National Pollutant Discharge Elimination System (NPDES) permit program, the County of Ventura, Ventura County Flood Control District, and Ventura County cities have joined to adopt a program for managing urban pollutant runoff. The program is governed by NPDES permit No. CAS063339 administered by the California Regional Water Quality Control Board. The program includes specific mitigation measures to manage storm runoff for construction and public work projects as well as long-term measures to reduce pollutants entering waterways through urban runoff.

Land Use Issues

As part of the update to the Port Hueneme General Plan, the General Plan Advisory Committee reviewed a number of issue papers. These papers presented key issues to be addressed in the General Plan. The committee met over a period of several months to discuss and present their opinions concerning each issue area.

The following section is comprised of two parts: general issues and environmental constraints. The section sets forth the primary issues to be resolved and serves as the background data to guide future policies in the City.

The issues identified in this section provide the foundation on which Land Use Element Goals and Policies are based.

Housing Trends: Single-family homes comprise a substantial portion (58 percent) of Port Hueneme's housing stock, according to the 1990 Census. However, the type of housing development in the City has shifted from single-family homes to multi-family units.

This intensification of land use occurred as a response to market demand, and the fact that land and development costs, coupled with redevelopment and state housing policy requirements, necessitated multi-family densities.

Population growth resulting from residential development provides additional support for retail activity in a City. However, a substantial portion of the residential development can be attributed to second-home owners. Second-home buyers provide some additional support for housing in Port Hueneme, but they provide only marginal support for retail activity as a result of the shorter-term nature of their visits.

Commercial Trends: Commercial development in Port Hueneme includes both retail uses and hotels.

Retail uses, located in Port Hueneme, serve local neighborhoods within the community. New retail space supportable by population growth in Port Hueneme and nearby Oxnard is estimated to be 42,000 square feet by 2000 and 114,000 square feet by 2010.

New retail development will be similar to existing uses because limited opportunities exist to attract retail uses that serve the region, such as large discount stores. Stores with regional markets usually have site requirements that exceed the largest parcels in Port Hueneme.

Opportunities for future hotel development in Port Hueneme are limited. Existing hotels experience low occupancy rates and clientele from businesses and the Navy Base are not anticipated to increase. Overall, the extent to which the market is now overbuilt suggests that development of a new facility is not feasible until the latter part of this decade.

Industrial Trends: The City of Port Hueneme has experienced little industrial growth in recent years, primarily due to the amenities other sites in adjacent cities can offer.

The industrial sector's slow growth is anticipated to continue because sites in the Cities of Oxnard and Camarillo are located closer to Interstate 101. However, harbor related industries, located in Port Hueneme, are anticipated to expand as a result of potential joint use initiatives with the USNCBC and Port acquisition of the NCEL site.

U.S. Naval Construction Battalion Center: The U.S. Naval Construction Battalion Center (USNCBC) occupies over half of Port Hueneme's land area. The size and configuration of this property effectively fragments the north and south portions of the community.

Although the City has no direct jurisdiction over the USNCBC, naval operations substantially impact the City's land use patterns. Some means of cooperation between the City and USNCBC can be accomplished through the General Plan.

The General Plan focuses on areas of joint concern and benefit for the City and the U.S. Navy. Principal areas of interest include:

1. Potential consolidation, and possible relocation, of certain Base activities;

2. Private/public use of select Base properties through sale, lease and joint use agreements; and
3. Opportunity for traffic improvements including the widening of Channel Islands Boulevard/ Ventura Road intersection, widening of Pleasant Valley Road west of Ventura Road, and a street connection from Pleasant Valley Road to Victoria Street to improve north-south circulation and to create a link between Port Hueneme and the Channel Islands Marina.

Port of Hueneme/Harbor: The Port of Hueneme is an important commercial/industrial area of the City, under the jurisdiction of the Oxnard Harbor District. The Port is a facility of statewide significance, being the only deep water harbor between Los Angeles and San Francisco.

In 1978, the District adopted a Master Plan for the Port and had it certified by the California Coastal Commission. At that time, the primary cargo was liquid bulk petroleum products for the Southern California Edison (SCE) Ormond Beach Power Plant. Although the Port maintains the capability of handling the same level of through put, there has been a significant decrease in liquid bulk tonnage due to SCE's trend away from liquid petroleum and toward natural gas fuels. During this same period, however, general cargo has increased annually.

Today, the District's primary emphasis has shifted to general cargo (break bulk, neo-bulk, (i.e., cars) limited containers, and dry bulk). General cargo destined for world trade markets including imports and exports, is carried on larger vessels requiring 30 to 35 feet of water depth. Commodity types consist of bananas, automobiles, fresh fruit (California citrus), lumber products and wood pulp.

The District foresees a continuation of the present type and mix of commodities handled with an emphasis on world trade imports and exports. Consequently, it plans to modernize and upgrade existing facilities in line with its existing (1987) Master Plan, as amended.

Specific uses as to land, water and wharf areas within the confines of the harbor are governed by the Port Master Plan authored and administered through the Oxnard Harbor District. While the Oxnard Harbor District is the agency principally responsible for overall implementation of the Port Master Plan, the City of Port Hueneme, under its vested "police powers," retains development review and permit authority within the harbor.

Key Development Parcels: Figure LU-1 identifies those parcels where change is anticipated to be most likely to take place. These parcels, totaling nearly 100 acres in area, are believed to have the greatest development (if vacant), redevelopment or infill potential.

Five of the key parcels are wholly or partially vacant, nine include residential uses (often in conjunction with another use), and three are industrial. Commercial uses occupy the remaining parcels or portions. The largest parcel, the NCEL site, totals approximately 34 acres, and the others range from 11 acres down to 0.25 acre. The site acreage, current zoning, current use, future use options, and potential dwelling unit capacity is tabulated for each of the key development sites in Table LU-1. All but five of the parcels are within the redevelopment project area (i.e., parcel 1 on Victoria Avenue, parcel 7 fronting on Pleasant Valley Road east of Ventura Road, and parcel 18 at Port Hueneme Road and "J" Street).

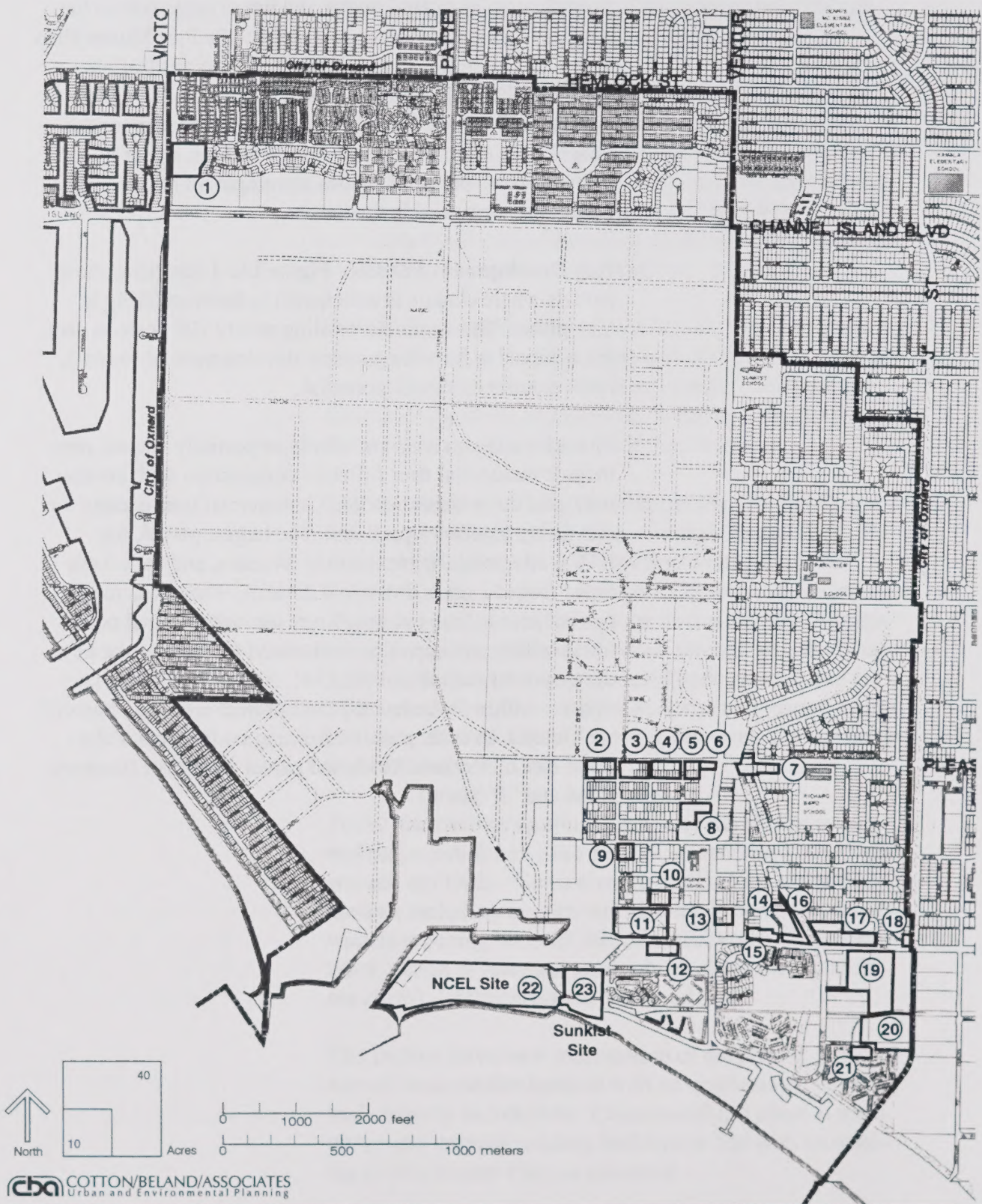


Figure LU-1
Key Development Parcels

**Table LU-1
Key Development Parcels**

Site	Area (acres)	1993 Land Use	1996 Dwelling Units	General Plan Land Use Policy	Potential Net New Dwelling Units¹
1	4.49	Vacant	0	Commercial	---
2	2.16	Residential, Commercial	23	Mixed Use	21
3	2.16	Residential, Commercial	23	Mixed Use	18
4	2.16	Residential, Commercial	11	Mixed Use	29
5	1.08	Residential, Vacant	5	Mixed Use	13
6	0.52	Motel, Commercial	0	Commercial	---
7	1.77	Retail	0	Commercial	---
8	1.98	Vacant (Hospital property)	0	Medium Density Residential	21
9	0.92	Vacant	0	Medium Density Residential	14
10	0.97	Residential	12	Medium Density Residential	2
11	5.61	Residential, Commercial	8	Commercial	- 8
12	1.50	Vacant	0	High Density Residential	38
13	0.46	Residential, Commercial	2	Commercial	- 2
14	0.33	Residential	2	Medium Density Residential	5
15	1.47	Residential, Vacant	5	Medium Density Residential	24
16	1.88	Motel	0	Medium Density Residential	38
17	4.32	Residential, Commercial	15	Medium Density Residential	71
18	0.25	Vacant Gas Station	0	Medium Density Residential	4
19	10.08	Vacant	0	Industrial	---
20	8.13	Industrial	0	Industrial	---
21	1.02	Industrial	0	Industrial	---
22	34.32	NCEL	0	Port	---
23	11.00	Sunkist Site	0	Commercial-Visitor	---
Total	98.58		106		288

¹Medium Density Residential, 7-15 units/acre; Mixed Use = 15-25 units/acre.

Source: City of Port Hueneme, Cotton/Beland/Associates, April 1996.

Urban Design: Urban design plans and programs are included in various Port Hueneme projects, including the Hueneme Beach Master Plan, the Surfside Village Redevelopment Project, the Central Gate Improvements for the Port of Hueneme, the NCEL Community Reuse Plan, and development of the Market Street area.

The City has broadened its use of planned development zoning in order to evaluate private projects for site design and architectural quality. Also, the City's various landscape design standards have been consolidated into Landscape Design Guidelines.

The application of urban design standards is not intended to result in unnecessary delays in the planning process. The City continues its emphasis on permit streamlining, including the City Council assuming Planning Commission duties in 1992.

Evolving Land Use: The City has encouraged private reinvestment through density bonuses and zoning enhancements. This process has fostered, and will continue to foster, revitalization of under-used and "blighted" areas. Care is being taken to avoid adverse impacts on single-family neighborhoods, since the process of revitalization often requires an intensification of land use. Development at greater-than-prior densities is usually necessary to achieve an adequate return on investment.

Increase in land use intensity results in greater demands on city services. Fortunately, this is not a major concern in Port Hueneme, since basic utility systems and services are well established, and the compact nature of the city has an "economy of scale" effect.

While overcrowding is a concern in several older multi-family areas of the city, it has not caused an undo strain on city services. The principal problems with overcrowding are the adverse effect on public health and safety, and resultant blighting effects on property.

***Environmental
Constraints***

Environmental constraints in Port Hueneme include water availability and quality, sewage treatment capacity, sand replenishment and the beach, seismic safety, flooding, hazardous materials, and noise. These constraints are considered in the General Plan to protect the environment and City residents.

Water Quality: The Port Hueneme Water Agency (PHWA, joint powers agency), on May 22, 1996, certified an Environmental Impact Report on its program to address the water quality and supply environmental constraints identified below. The City is underlain by a large groundwater basin called the Oxnard Basin. Groundwater is located in a series of multiple aquifers that are confined under artesian pressure and are separated from one another by continuous layers of silt or clay. Groundwater movement is normally toward the coast and natural discharge is offshore through submerged outcrop areas.

During 1995 and 1996, the City's three standby emergency wells began to flow to the surface under artesian pressure. Two of the wells flow directly into the Bubbling Springs and one well discharge pipe has been capped. Possible causes of this condition include groundwater recharge by the United Water Conservation District and the fact that the City of Oxnard did not pump from local wells in 1995 and 1996.

Due to overpumping from irrigation of agricultural lands in the Oxnard-Port Hueneme area since the 1920s, groundwater levels decreased and sea water invaded aquifers near the coast. Since the late 1960s, sea water intrusion into coastal aquifers has been significantly reduced due to decreased irrigation pumping related to conversion of farmlands to urban uses. However, information developed by the United States Geological Survey found in the Regional Aquifer System Assessment (1996), indicates that there is an overall deficit of groundwater recharge into the Oxnard Plain groundwater basin, and an inflow of seawater into the upper aquifer system persists. Groundwater levels throughout the City are generally shallow, especially near the ocean and declining to the north.

Domestic water is purchased by the City from the United Water Conservation District, which has historically received both imported and well water. Water is brought into the City by a pipeline along Pleasant Valley Road. In addition to this source of water, three emergency wells are located within the City. Domestic water received from the United Water Conservation District meets all established primary water quality standards. However, not all secondary water quality standards have been met, including total dissolved solids (TDS).

The Port Hueneme Water Agency water quality improvement program was designed to mitigate the water quality environmental constraint. The PHWA water quality goal is to reduce the UWCD total dissolved solids and hardness from about 1,100 ppm and 500 ppm to 370 ppm and 150 ppm, respectively. The desalination treatment plant operations will ensure that anticipated future drinking water quality regulations are met. The PHWA will also import State Water Project water, which has the same water quality as the PHWA water quality goal, into the coastal Ventura County area.

The desalination plant will discharge brine which initially will be disposed of into the Regional Wastewater Treatment Facilities (RWTF). This brine discharge will consume part of the RWTF plant capacity allocated to the agencies obtaining water from the desalination plant. This issue is discussed further under Sewage Treatment Plant Capacity, below.

The Ventura County Flood Control District is pursuing a project to line both the Oxnard Industrial Drain and the J Street Drain. These projects are expected to be completed by 1999. Upon completion of the lining of these drains, PHWA is expected to be able to discharge brine directly into the drains, since the brine would no longer be able to enter the groundwater basin through this path.

Water Supply: State legislation (AB 2995), passed in 1982, created the Fox Canyon Ground Water Management Agency (GMA) to manage groundwater supplies overlying and underlying the Fox Canyon aquifer. GMA's jurisdiction encompasses a number of communities including Moorpark, Camarillo, Oxnard, Port Hueneme, and portions of Ventura. The GMA was formed as a condition to receiving a State Water Resources Control Board grant to deter sea water intrusion. (When groundwater is over-pumped, sea water can infiltrate the aquifer and degrade water quality.)

In August 1990, the GMA adopted Ordinance 5 which requires all applicable users of groundwater supplies to reduce their pumping. Reductions are based on a strict formula that requires users to reduce their water consumption in 5% increments every five years (see Table LU-2). The goal is to achieve a 25% reduction in groundwater consumption by the year 2010. Each 5% reduction is calculated from the user's base year water consumption (historical allocation), which is the average water usage by that particular user between 1985 and 1989.

Like all jurisdictions extracting water from groundwater resources within GMA's jurisdiction, Port Hueneme is required to limit its water usage. The United Water Conservation District, which provides water to Port Hueneme, has a base year consumption rate of 3,593 acre feet. According to the target dates, the following water consumption reduction schedule will be required:

**Table LU-2
United Water Conservation District Water Allocation to
Port Hueneme With Mandatory Reduction**

Year	Future Water Allocations With Mandatory Water Reductions	Percent Reduction
1992	3,413 acre-feet	5%
1995	3,234 acre-feet	10%
2000	3,054 acre-feet	15%
2005	2,880 acre-feet	20%
2010	2,694 acre-feet	25%

Reduction each year is calculated from the base year consumption rate of 3,593 acre feet.

During the 1991-1992 fiscal year, Port Hueneme utilized 2,683 acre feet of water. Due to the implementation of water conservation best management practices, this is greatly reduced from 1990-1991 consumption rate of 3,009 acre feet; and 1989-1990, 3,349. Ordinance 5, if fully implemented, requires Port Hueneme to reduce its water consumption to 2,694 acre feet in the year 2010. The City must continue to conserve water or obtain another source of water to achieve the year 2010 reduction goal.

The Port Hueneme Water Agency water supply improvement program was designed to mitigate the water supply environmental constraint. The project will provide two independent water supply sources, namely 75% groundwater from UWCD and 25% State Water Project water from CMWD/MWD.

The delivery pipelines from each of these supply sources would have adequate capacity to serve the entire future projected demands including peak hour and fire flow capacity required by the four project participants if the other source were curtailed. The water quality and quantity objectives of the PHWA would not be met if untreated UWCD water were the sole source of supply.

The treatment facility is only sized to meet current average day (1996) demand. Expansion of the treatment facility to meet future average day demand would require the installation of additional treatment facilities and would require additional environmental review. Future peak demands could be met by expanding the treatment facilities or by increasing the amount of imported State Water Project water from CMWD/MWD (see Table LU-3).

Table LU-3
Current and Future Water Demands of the Subregion

Water Purveyor	Water Demand (acre-feet per year)					
	Current (1996)			Future (2010)		
	Potable (PHWA)	Non- Potable (Other sources)	Total	Potable (PHWA)	Non- Potable (Other sources)	Total
City of Port Hueneme	2,807	22	2,829	3,578	22	3,600
Channel Islands Beach Community Services District	800	0	800	1,035	0	1,035
NCBC Port Hueneme	807	294	1,101	807	294	1,101
NAWS Point Mugu	758	23	781	833	50	883
Total Water Demand	3,176	339	5,511	4,243	366	6,619

Source: Port Hueneme Water Agency, *Water Quality Improvement Program EIR*, May 6, 1996.

Sewage Treatment Plant Capacity: The City has adequate sewage treatment capacity in the regional wastewater treatment facility to accommodate anticipated sewer flow from buildout of the General Plan. However, the operation of the PHWA desalination facilities will temporarily consume part of the wastewater treatment facility capacity until the lining of the Oxnard Industrial Drain and the J Street Drain is completed.

Table LU-4 below summarizes treatment plant capacity and the relation of brine discharge to plant capacity ownership of each of the agencies participating in the Port Hueneme Water Agency improvements program. Total brine discharge from the desalination facility at peak performance is estimated to be 600,000 gallons per day (0.6 mgd). Port Hueneme Water Agency members are responsible for the following percentages of brine discharge: City of Port Hueneme, 54%; Channel Islands Beach Community Services District, 15%; US Naval Construction Battation Center, 16%; and US Navy Point Mugu 15%.

Table LU-4
Sewage Treatment Plant Capacity and Desalination Brine Discharge

Agency	Wastewater Flow (million gallons per day)				
	Peak Seasonal RWTF capacity ownership	Average historical usage	Available capacity	Desalina- tion brine usage	Remain- ing capacity
City of Port Hueneme and Channel Islands Beach Community Ser- vices District	3.70	2.50	1.20	0.41	0.79
US Navy CBC	1.50	0.77	0.73	0.09	0.64
US Navy Point Mugu	0.50	0.35	0.15	0.09	0.06

Sand Replenishment and the Beach: The maintenance of sandy beaches is critical because beaches serve as natural buffers between wave action and easily eroded uplands. Sandy beaches tend to dissipate wave energy, yet incur very little damage. Naturally occurring buffer zones (such as coastal sand dunes) are generally more effective at reducing wave damage and protecting the coastline than man-made protective devices. Extensive beach erosion can result in loss of recreational values and their contribution to tourism, and loss of protection from storm and wave damage.

Coastal and beach erosion occurs along the Ventura-Oxnard coast. The direction of littoral drift of sand is predominantly from northwest to southeast (downcoast), although temporary reversals do occasionally occur during summer and fall. The estimated annual sand transport rate for the Port Hueneme to Point Mugu littoral subcell is 1.254 million cubic yards. The Port Hueneme Harbor entrance has a major impact on this littoral transport as do flood control structures and reservoirs on the rivers and streams in Santa Barbara and Ventura Counties. These structures reduce the peak waterflows, indirectly reducing the amount of sand reaching the coast.

Locally, the Port Hueneme Harbor was constructed in 1940 at the end of the Hueneme submarine canyon. The harbor jetties, acting in conjunction with the submarine canyon, intercept most, if not all, of the littoral transport. This sand is then effectively prevented from reaching Hueneme Beach and areas to the south.

To offset this erosion, the U.S. Army Corps of Engineers initiated a sand bypassing project in 1953 to mechanically transfer sand past the harbor mouth. The construction of Channel Islands Harbor in 1960 included a sandtrap, from behind which sand is dredged every two years and deposited downcoast of the harbor entrance. Average annual volumes of sand that have been bypassed between the first maintenance cycle in 1960 to 1993 have been equivalent to a beach replenishment rate of about 1.06 million cubic yards per year. The width of the beach south of Port Hueneme is directly related to the amount of sand artificially delivered to it from the Channel Islands Harbor.

Seismic Safety: The entire Southern California region, including the City of Port Hueneme, is a seismically active area. An abundance of active, potentially active and inactive faults traverse the area. No faults are known to pass through the City; therefore, no part of the City is located within a designated Alquist-Priolo Special Studies Zone.

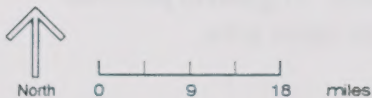
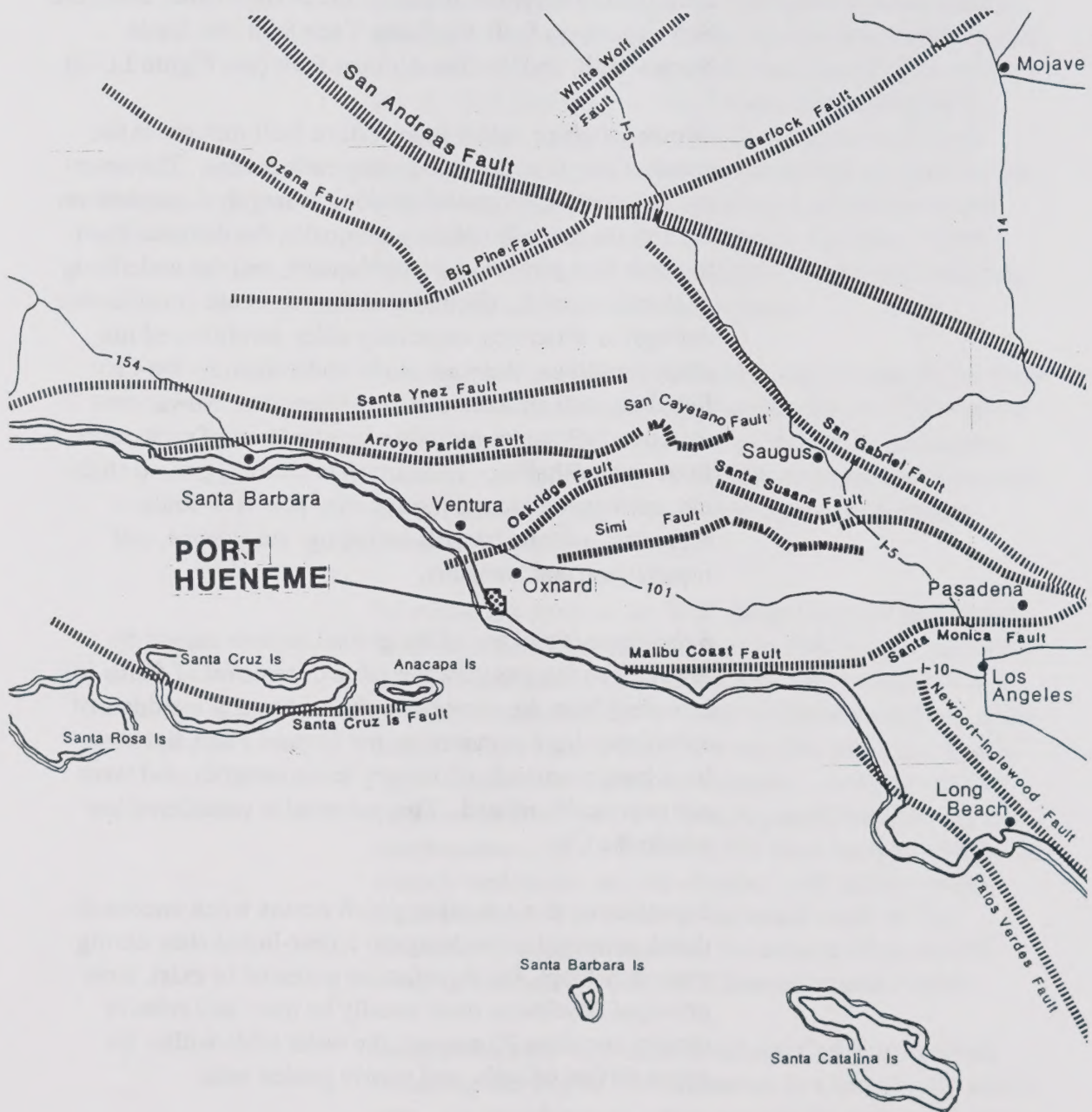
However, regional faults capable of producing ground shaking within the City include the Oak Ridge fault, the Simi fault, the Santa Cruz fault, the Malibu Coast fault, the San Cayetano fault, the Santa Ynez fault, the Santa Susana fault, and the San Andreas fault (see Figure LU-2).

Ground shaking, rather than surface fault rupture, is the cause of the most damage during earthquakes. The severity, or intensity, of ground shaking is largely dependent on the size (magnitude) of the earthquake; the distance from the fault that generated the earthquake; and the underlying geologic material. Ground shaking can cause considerable damage to structures, especially older unreinforced masonry buildings. A recent study undertaken by the City found no such structures in Port Hueneme. Newer construction techniques provide a greater level of protection from groundshaking. In addition to causing ground shaking, earthquake ground motion may also contribute to secondary seismic hazards including: subsidence, soil liquefaction and tsunamis.

Subsidence is sinking of the ground surface caused by lowering of the groundwater table or removal of fluids (oil or water) from the subsurface strata. Several incidents of subsidence have occurred on the Oxnard Plain, but most have been manmade fill or very loose material, and were not seismically related. This potential is considered low within the City.

Liquefaction is a condition which occurs when unconsolidated, saturated soils change to a near-liquid state during groundshaking. For liquefaction potential to exist, three principal conditions must usually be met: soil relative density less than 70 percent; the water table within the upper 40 feet of soils; and poorly graded soils.

The Oxnard Plain has a high ground water table and is underlain by several saturated aquifers. A general potential for liquefaction exists throughout the entire area.



CBA COTTON/BELAND/ASSOCIATES
Urban and Environmental Planning

Source: California Division of Mines and Geology
Fault Map of California, 1982

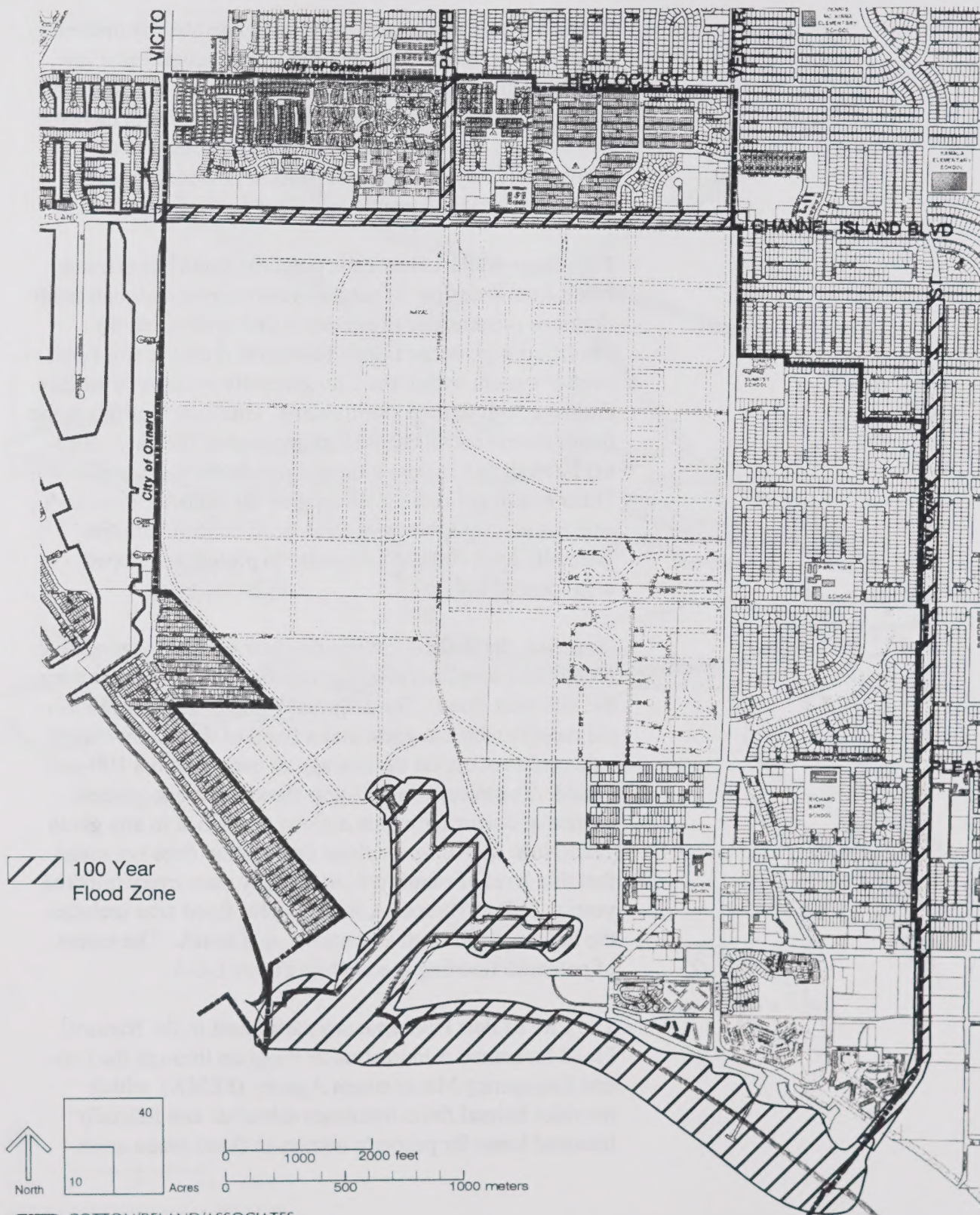
**Figure LU-2
Regional Fault Map**

Tsunamis, or seismic sea waves, are generated by undersea seismic movement. The Ventura County coast has a low tsunami damage potential, but may be unsafe during such an event. These waves are not common and Port Hueneme is somewhat sheltered from tsunamis generated in the North Pacific by the Channel Islands; however, it is relatively exposed to tsunamis generated in the South Pacific.

Flooding: In Port Hueneme, potential flood hazards may result from overflow of natural watercourses and man-made drainage systems due to excessive and unusual storm run-off or high ocean tides. The storm drainage and flood control system within the City generally consists of surface drainage with limited storm drains. Bubbling Springs is the major flood control channel constructed in the City. Run-off through this system ultimately drains to the ocean. Other runoff collected is diverted to the harbor. The City's existing storm drain system and flood control facilities generally have sufficient capacity to protect developed areas from flooding.

However, the Federal Emergency Management Agency has identified a localized area that is subject to flooding during the 100-year flood. The 100-year flood is based on historical records which suggest that a flood of this size would be expected to occur on the average of once within a 100-year period. Technically, a 100-year flood has a one-percent chance of occurring within a given watershed in any given year (Note: the 100-year flood designation does not mean that this level of runoff will occur only once every hundred years). In Port Hueneme, the 100-year flood area includes the harbor, flood control channels, and beach. The extent of potential flooding is shown in Figure LU-3.

The City of Port Hueneme is a participant in the National Flood Insurance Administration Program through the Federal Emergency Management Agency (FEMA), which provides federal flood insurance subsidies and federally financed loans for property owners in flood prone areas.



Source: Federal Emergency Management Agency FIRM Map, 1988

Note: The entire city is within the 500-year flood zone and certain areas are subject to 100-year flooding with average depths less than one foot. Areas where the drainage area is less than one square mile may also be flooded.

Figure LU-3
100 Year Flood Zone

The U.S. Department of Housing and Urban Development (HUD), through the Flood Insurance Program has identified and mapped those areas of Port Hueneme at risk to periodic flooding. The resulting Flood Insurance Map (FIRM) is designed for flood insurance and floodplain management applications. The FIRM includes flood zone designations for special areas which may be subject to flooding and the anticipated floodwater depths in these areas.

Hazardous Materials: Hazardous materials are present in various forms and concentrations throughout the City of Port Hueneme. The major concerns regarding these materials include the activities at the Port of Hueneme and on Navy controlled properties; the transport of these materials through the City; and the storage and use of hazardous materials within industrial, commercial and residential areas.

The area of most concern relates to port activities. Operations at the port include storage and transfer of offshore drilling equipment, automobiles, petroleum fuels, produce and other products. Activities also occasionally include temporary storage of drilling muds. In general, the only potentially hazardous materials handled in bulk at the Port are petroleum fuels. This includes fuel imported for the Southern California Edison (SCE) electric power-generating plant, fuel for vessels, and fuel used by the offshore oil industry.

Petroleum fuel storage is limited to two tank facilities: the SCE tank farm northeast of the harbor and the Tesoro tank farm located along Hueneme Road immediately north of the Sunkist Site.

The results of the risk assessment prepared for the Port indicate that the probability of a fire or explosion at these facilities is extremely low. This is because the tanks are constructed with weak seam roofs which release under low pressure and direct explosions skyward; no flammable materials are handled (only combustible); there are no open flames or other sources of ignition present at the facility; and the most common cause of tank explosions is lightning which is not prevalent in southern California. The probabilities of accidental release at the SCE facility would be approximately the same as for the Tesoro facility.

Various hazardous materials such as drilling muds, chemicals, waste oil, etc. generated by offshore oil industry are periodically brought into the Port by support vessel and then transferred to truck for disposal. It is possible that combustible or flammable materials may be brought in and that a transfer spill could occur and ignite. The size of such a fire would not be large enough to create a radiant heat hazard footprint that would extend off the Port property.

Also, various hazardous materials such as acids and solvents are periodically brought into the Port by truck and transferred to oil industry support boats. Transfer accidents from these activities are possible and would be similar to those described above.

Noise: Excessively high noise levels endanger the public's health and welfare. Certain land uses are more sensitive to noise than others (i.e., schools). As a result, federal and state agencies have established noise/land use compatibility guidelines. These guidelines are all based upon cumulative noise criteria such as Leq (equivalent noise level), CNEL, or Ldn. These standards state that it is normally unacceptable for residential uses, schools, libraries, churches, hospitals, and nursing homes to be exposed to noise levels over 65 dB. Other land uses may be exposed to higher noise levels, such as playgrounds, neighborhood parks, golf courses, office buildings, industrial, manufacturing, and agriculture uses. The Noise Element contains an evaluation of the current noise environment and future noise levels in relation to established noise standards.

***Land Use Element
Goals and Policies***

The goals and policies contained in this element address preservation of major areas of the City, revitalization of others, and guidance for new development in undeveloped portions of the City. Goals and policies focus on maintaining a balance between residential, commercial, and industrial land use, promoting high quality development, and minimizing existing and potential land use conflicts.

Within the goals and policies section of each element, parenthetical references identify sections of the California Coastal Act to which General Plan policies apply. *(See the Land Use Element section: "Relationship of the California Coastal Act and Port Hueneme Local Coastal Program" for additional information).*

GOAL 1: CONTINUED DEVELOPMENT OF LAND USES WHICH WILL CREATE AND SUSTAIN A STRONG, VIABLE ECONOMIC BASE FOR THE CITY.

Policy 1-1: Encourage development of new uses which complement, rather than compete, with existing uses *(Coastal Act/30234);*

Policy 1-2: Expand redevelopment activities to facilitate and achieve desired reuse of blighted properties, and maximum long-term economic benefit to the community;

Policy 1-3: Seek to attract and increase employment opportunities within new development;

Policy 1-4: Cooperatively explore joint-use opportunities with the Navy and with the Oxnard Harbor District *(Coastal Act/30250);*

Policy 1-5: Maintain balance of land use intensities with existing and planned capacity of public facilities and services *(Coastal Act/30250, 30254);*

Policy 1-6: Create a harbor visitor center which includes a marine/harbor "experience", to attract tourists *(Coastal Act/30213, 30220, 30250);*

Policy 1-7: Investigate feasibility of a small amusement park as an interim use on vacant property in the Market Street or southeastern industrial area;

Policy 1-8: Pursue development of a seaside dinner house (*Coastal Act/30213, 30250*);

Policy 1-9: Invest in public relations to attract new businesses and tourists to Port Hueneme (*Coastal Act/ 30213, 30250*);

Policy 1-10: Preserve and exploit historic resources, with special attention given to the pine trees and Museum on Market Street, the Lighthouse, and the Bard Mansion;

Policy 1-11: Seek City participation in non-military use of military land (*Coastal Act/30250*); and

Policy 1-12: As part of the City's annual review of the General Plan, the relationship between the General Plan and the Zoning Ordinance will be carefully assessed to insure conformity between the two documents.

Policy 1-13: The City supports special and/or temporary events having the potential to generate revenues and support local businesses without creating an undo burden on police, fire, and maintenance services.

GOAL 2: CREATIVE UTILIZATION AND RESPONSIBLE CONSERVATION OF THE CITY'S MAJOR NATURAL ASSET - THE BEACH AND HARBOR ENVIRONMENT.

Policy 2-1: Promote tourism by encouraging development of visitor-serving uses, and educational uses and activities (*Coastal Act/30213, 30250*);

Policy 2-2: Consider adoption of a City-wide assessment for continued improvement and maintenance of recreation facilities (*Coastal Act/30213, 30254*);

Policy 2-3: Establish annual parking fees for beach parking areas, with a special reduced fee permit for city residents (*Coastal Act/30213, 30254*); and

Policy 2-4: Consider creating public access (i.e., walkway) to the Lighthouse at the Harbor entrance and other Port areas, especially along the ocean frontage between Hueneme Beach park and the Harbor entrance (*Coastal Act/30210, 30211*).

GOAL 3: DEVELOPMENT AND MAINTENANCE OF A HOUSING STOCK WITH A BROADER RANGE OF CHOICE FOR LOCAL RESIDENTS.

Policy 3-1: Encourage development of diversified housing types which meet community needs -- with special emphasis on owner occupant and family ownership as well as senior occupancy;

Policy 3-2: Coordinate local housing programs with the Navy so that impacts on local housing needs and resources are fully considered;

Policy 3-3: Seek to establish a mixture of housing types within local neighborhoods to avoid economic stratification and to enhance community diversity;

Policy 3-4: Carefully analyze impacts of future redevelopment activities on the City's existing and potential housing; and

Policy 3-5: Encourage neighborhood self-help groups and organizations which promote public safety and security, property improvements, and maintenance and beautification.

Policy 3-6: Help coordinate activities between neighborhood groups and the City.

GOAL 4: "FAIR SHARE" PAYMENT FOR USE OF CITY SERVICES AND FACILITIES.

Policy 4-1: Revise City fee schedules to assure equitable charges to users for services provided, and to recognize the need for certain subsidies (e.g., for senior citizen and youth related programs) to achieve City service priorities;

Policy 4-2: Establish Capital Facilities Plan to maintain City assets, and promote public understanding of City needs;

Policy 4-3: Promote expanded utilization of the Cultural Center (eg. films, etc.);

Policy 4-4: Facilitate volunteerism as a means to expand and support City services; and

Policy 4-5: Investigate and, as appropriate, initiate measures to ensure the Oxnard Harbor District and U.S. Navy contribute their fair share to the maintenance and improvement of City facilities and services (*Coastal Act/30254*).

GOAL 5: PROTECT THE CITY'S INTERESTS BY CONTINUED PARTICIPATION WITH ADJACENT AND REGIONAL JURISDICTIONS TO ADDRESS COMMON ISSUES; INCLUDING AIR QUALITY, TRANSPORTATION, WATER QUALITY AND SUPPLY, AND SOLID WASTE DISPOSAL.

Policy 5.1: Consider the environmental impacts of development decisions. (*Coastal Act/30240, 30241, 30242, 30243, 30244, 30260-264*).

GOAL 6: CREATE AN AESTHETICALLY PLEASING AND EFFICIENTLY ORGANIZED CITY.

Policy 6.1: Create an urban structure that is understandable and has an efficient relationship between activities and land uses.

Policy 6.2: Implement the Market Street/Hueneme Beach-West End Specific Plan to revitalize the City's downtown area and adjacent residential uses.

Policy 6.3: Implement City Landscape Design Guidelines and maintain city staff evaluation of development projects for site design and architectural quality.

Policy 6.4: Develop specific zoning regulations to ensure quality design, and compatibility with adjacent land uses, for alterations and additions to residential structures.

The Land Use Plan

This section of the Land Use Element identifies the pattern of land use in Port Hueneme and describes the standards for future development. The Land Use Policy Map visually illustrates land use distribution, and the text indicates the types and intensities of uses permitted within each land use category depicted on the map.

Under the Land Use Plan, mixed-use development will be permitted along Pleasant Valley Road west of Ventura Road (see Figure LU-4, page 45). This strip of land contains commercial uses with some low and medium density uses and several vacant lots. The mixed-use designation would allow commercial uses fronting on Pleasant Valley Road with residential uses facing "C" Street. The vacant lots located south of Scott Street and west of Market Street (i.e., Market Street Landing) will be developed as commercial uses. (See Table LU-5, page 60).

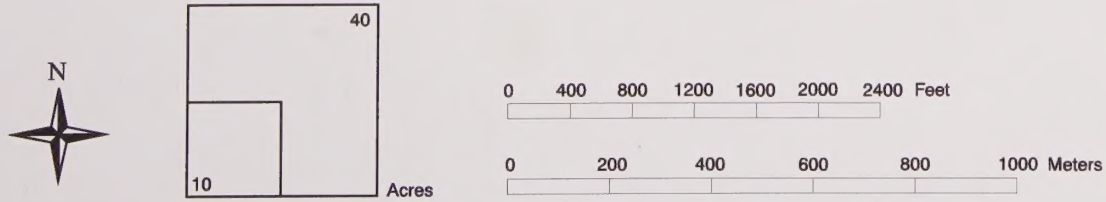
Land Use Policy Maps: The General Plan Land Use Policy Map shows a community with diverse residential neighborhoods and broad opportunities for commercial enterprises. Figure LU-4 shows the Land Use Policy Map for the City's corporate limits at a parcel-specific level.

The map displays land uses for the entire General Plan planning area, which encompasses the City Limits/Sphere of Influence. The map divides the City into various land use categories and assigns each category a name, or land use designation. Land use designations provide necessary information about the type and nature of development permitted at a given location. State law requires that the General Plan provide clear and concise definitions of the land use categories indicated on the Land Use Policy Map. These definitions are provided under the heading "Land Use Classifications".

The Port Hueneme General Plan establishes 11 land use categories. The three residential categories allow for a range of housing types for all density ranges. Three commercial designations and one industrial designation are provided to accommodate and encourage a range of income-generating businesses.



- | | |
|--|--|
|  Low Density Residential |  Industrial |
|  Medium Density Residential |  Public Facilities |
|  High Density Residential |  Parks and Open Space |
|  Mixed Use |  Port |
|  Commercial |  Military |
|  Visitor Commercial | |



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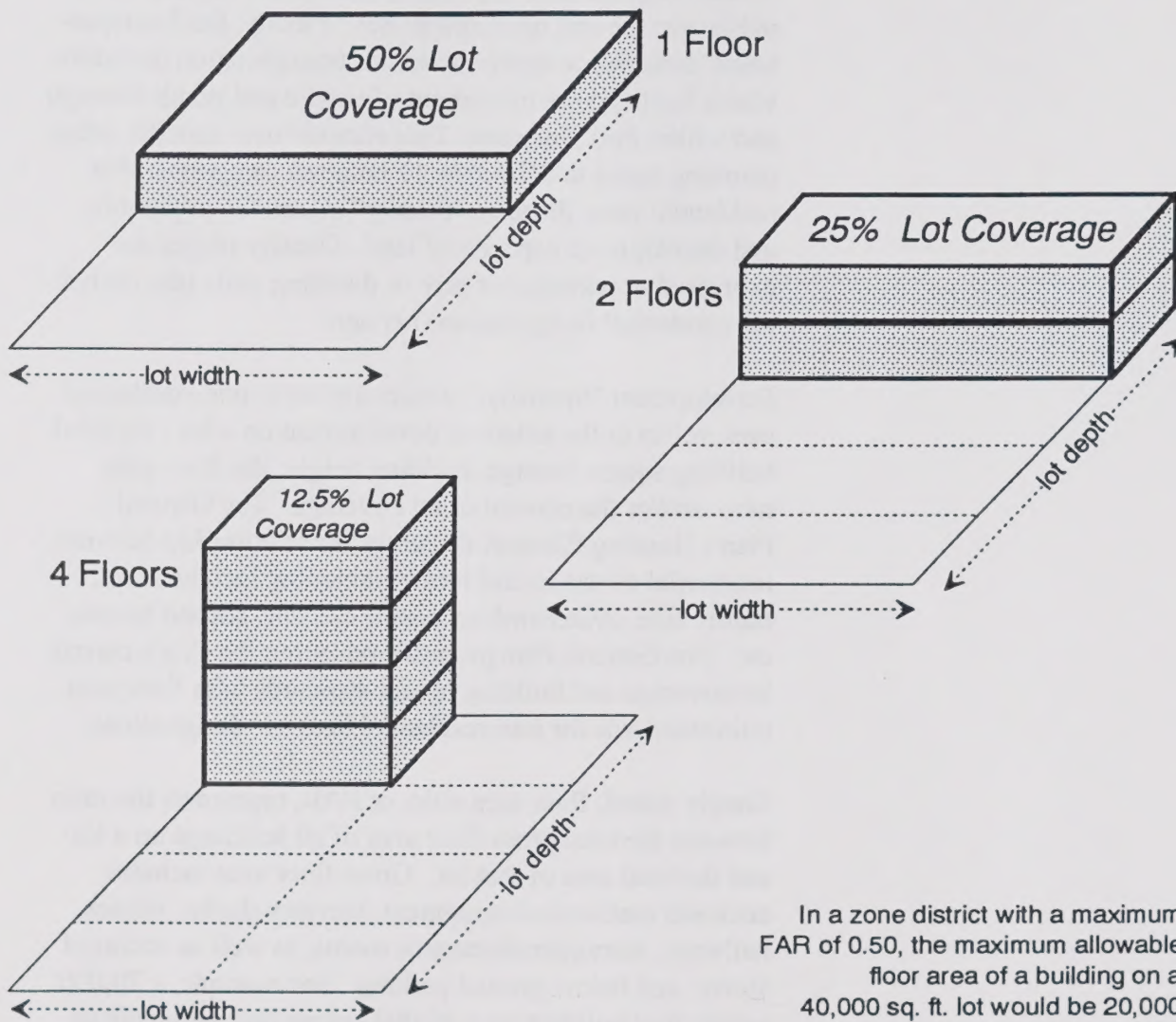
**Figure LU-4
Land Use Policy Map**

The Public Facilities and Open Space categories are intended, respectively, to protect public lands for necessary public service and open space uses. Finally, the Transportation designation applies to major transportation corridors which facilitate the movement of people and goods through and within Port Hueneme. This element uses specific urban planning terms to define the 11 land use categories. For residential uses, the term "density" means the population and development capacity of land. Density ranges are expressed in persons per acre or dwelling units (the individual residential living spaces) per acre.

Development "intensity," which applies to non-residential uses, refers to the extent of development on a lot - the total building square footage, building height, the floor area ratio, and/or the percent of lot coverage. The General Plan's Housing Element discusses the relationship between residential densities and factors including income level, family size, overcrowding, senior citizens, second homes, etc. The General Plan proposes replacing the City's current lot coverage and building height standards with floor area ratio standards for non-residential land use designations.

Simply stated, floor area ratio, or FAR, represents the ratio between the total gross floor area of all buildings on a lot and the total area of that lot. Gross floor area includes enclosed mechanical equipment, elevator shafts, lobbies, hallways, storage/maintenance rooms, as well as enclosed above- and below-ground parking. For example, a 20,000 square foot building on a 40,000 square foot lot yields an FAR of 0.50:1, as illustrated in Figure LU-5. The FAR controls use intensity on a lot. A 0.50 FAR allows a low-rise building which covers most of the lot, a mid-size structure with reduced lot coverage, or a tall building with ample surrounding open space. FARs encourage diversity in building design, such as articulated building facades and stepped-back structures.

Possible Building Configurations for 0.50 FAR



In a zone district with a maximum FAR of 0.50, the maximum allowable floor area of a building on a 40,000 sq. ft. lot would be 20,000 sq. ft. (20,000 sq. ft. divided by 40,000 sq. ft. equals .50).

NOTE: Variations may occur if upper floors are stepped back from ground level lot coverage.

$$\text{Floor Area Ratio (FAR)} = \frac{\text{Gross Building Area (All Floors)}}{\text{Lot Area}}$$

Figure LU-5
Definition of Floor Area Ratio

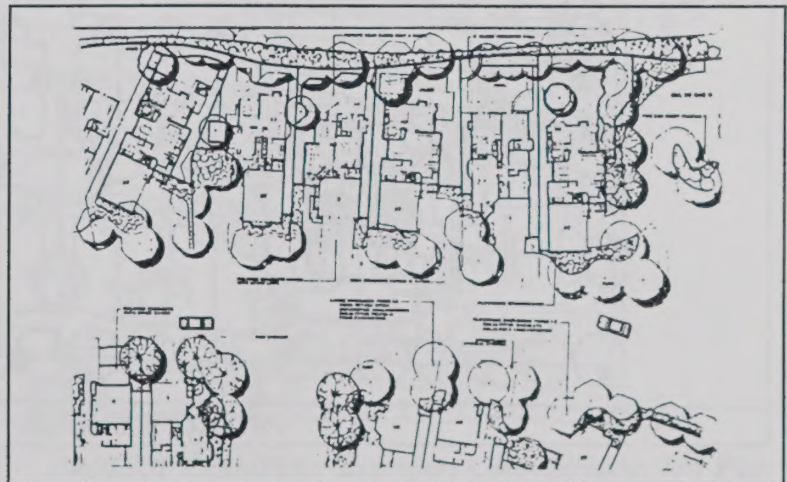
**General Plan Land
Use Designations**

All land in the City is designated with one of the following nine land use designations. Building elevation and site plan examples follow each land use designation. These examples are only for illustrative purposes to help the reader visualize the bulk and density of the various land use designations.

Residential - Single-Family: (up to 7 dwelling units/acre; maximum Floor Area Ratio (FAR) 0.5). This land use category includes all areas for development with conventional single-family detached housing.

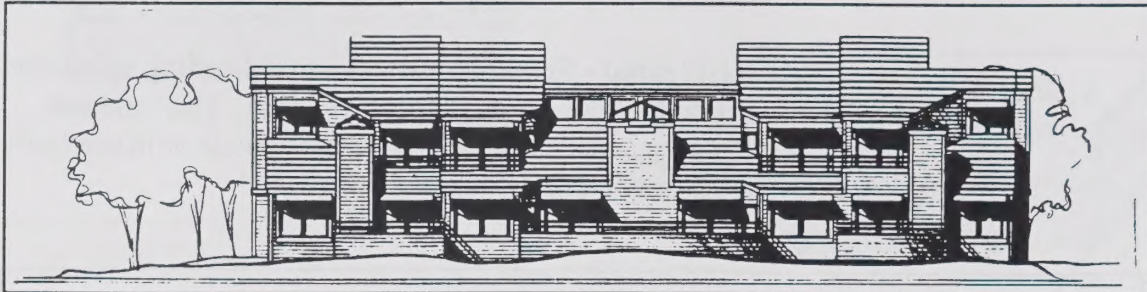


PROJECT EXAMPLE: Weston Communities, 6.26 Dwelling Units/Acre



PROJECT EXAMPLE: Weston Communities, Site Plan

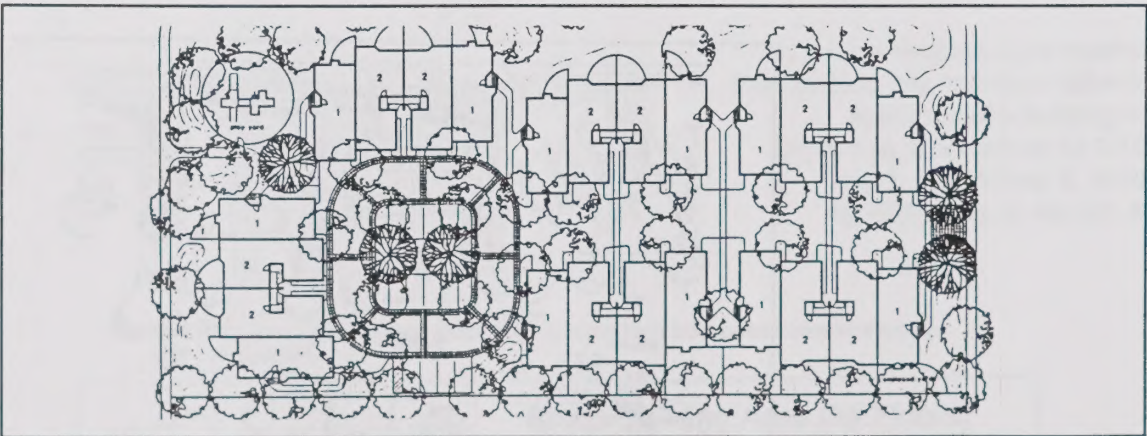
Residential-Medium Density: (7-15 dwelling units/acre). This land use category includes densities appropriate for single-family attached townhouses, two-story townhouses, condominiums, and low-density apartments.



PROJECT EXAMPLE: Port Harbor Homes, 13 Dwelling Units/Acre (Southern View)

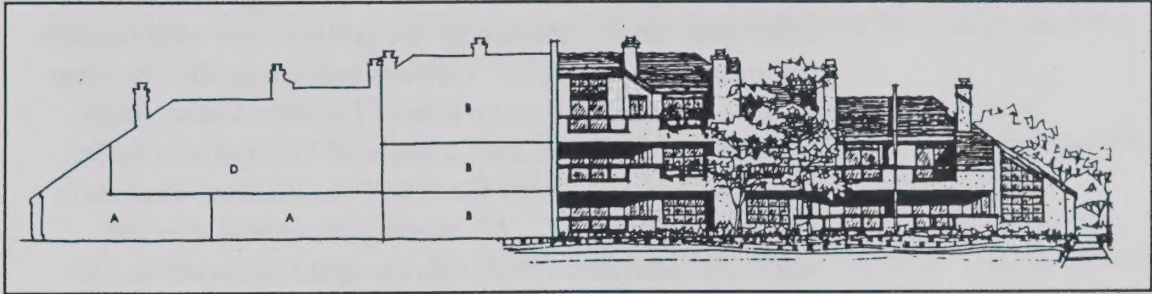


PROJECT EXAMPLE: Port Harbor Homes, (Northern View)

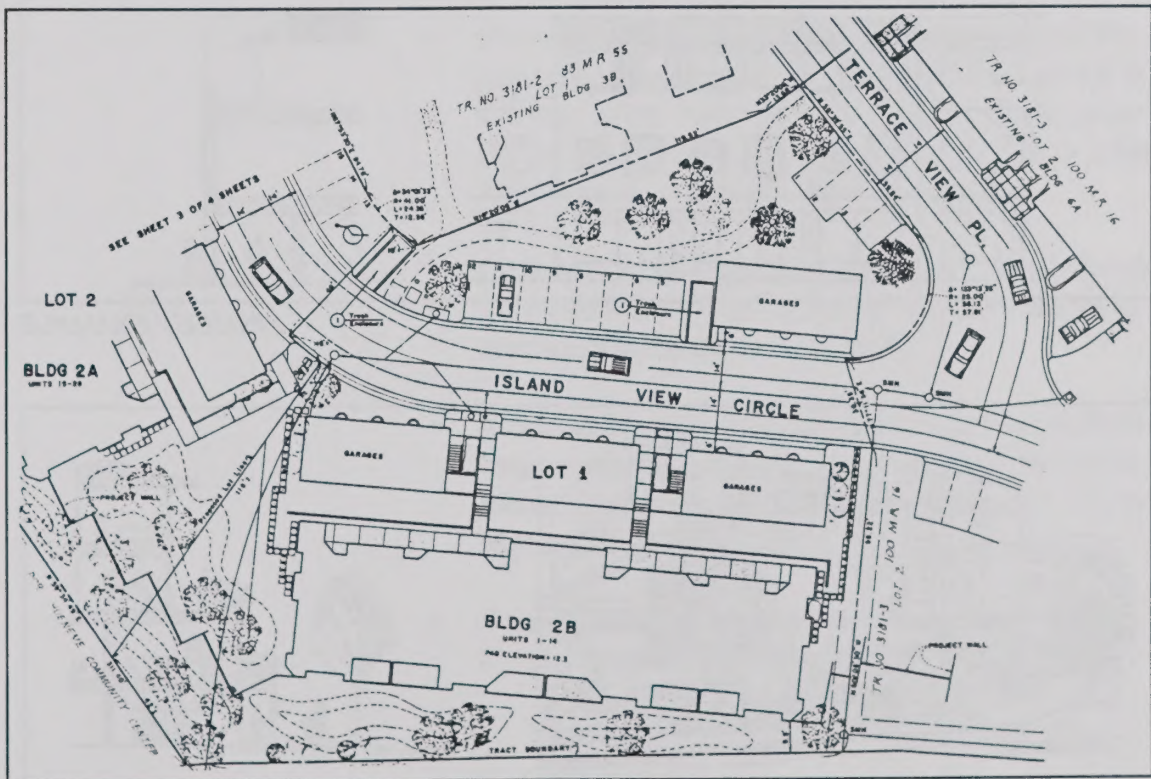


PROJECT EXAMPLE: Port Harbor Homes, Site Plan

Residential-High Density: (16-25 dwelling units/acre). This land use category includes higher density condominiums and apartments of two stories to four stories. Low- and moderate income housing can be developed at this density with density bonuses to reduce housing cost.



PROJECT EXAMPLE: Beachport Condominiums, 17 Dwelling Units per Acre



PROJECT EXAMPLE: Beachport Condominiums, Site Plan

Mixed-Use Residential - (15-25 dwelling units/acre, commercial 0.5 FAR). The Mixed-Use designation allows for a mixture of retail commercial, office and residential uses in the same building, on the same parcel, or within the same area. The primary uses within this designation are residential; however, commercial use is encouraged when developed in conjunction with residential development. When mixtures of uses occur in the same building, retail uses or offices are usually located on the ground floor with residential or office uses above. This designation applies to properties adjacent to the south side of Pleasant Valley Road west of Ventura Road and is intended to serve as a buffer between Pleasant Valley Road and the Ventura West residential neighborhood. All existing residential uses are allowable activities within this designation; however, the residential density cannot be increased.



PROJECT EXAMPLE



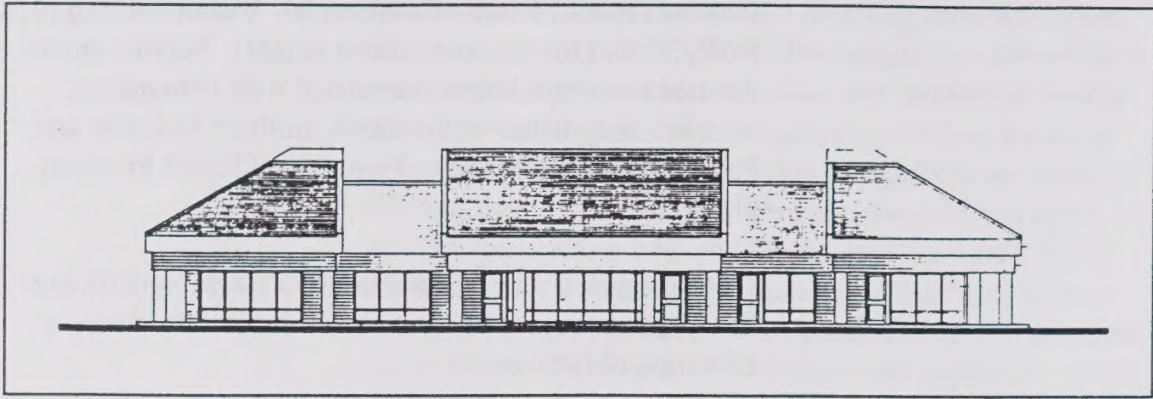
PROJECT EXAMPLE

Source: Gast Hillmer, Urban Design

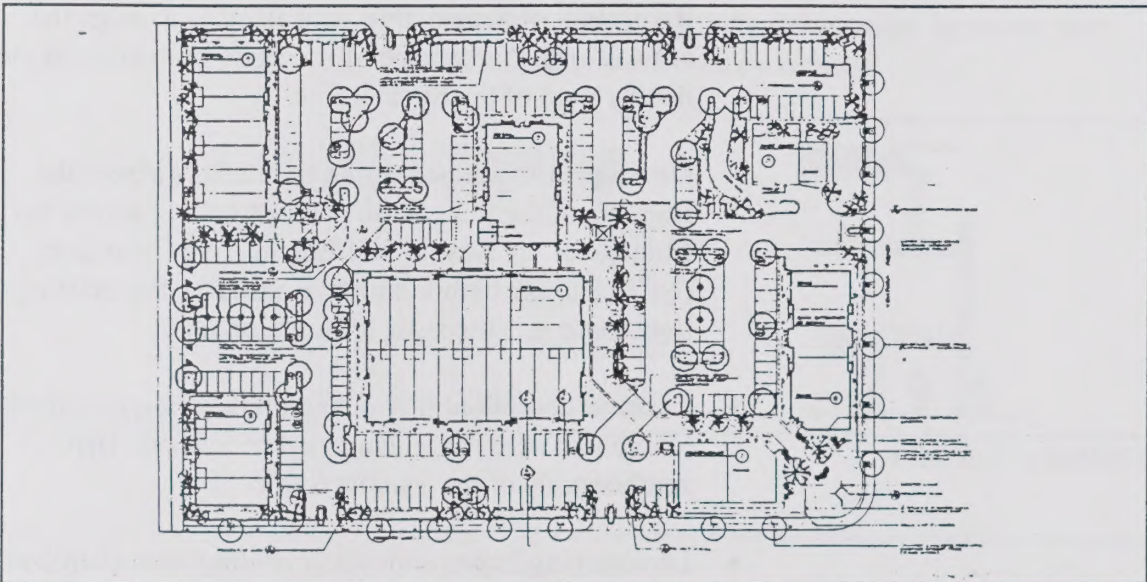
Commercial - Visitor - Commercial- Visitor-serving (0.50 FAR, 35 foot maximum building height). Service amenities and accommodations associated with commuters, travelers and visitors to the beach, military facilities and Port. (See diagrams under Commercial Retail for examples.)

This designation is proposed for the 11-acre Sunkist site. Development on the Sunkist Site is directed to meet the following objectives:

- Development of the Sunkist Site with visitor-serving and coastal-related commercial uses.
- Relocation of the existing seawall so as to align the seawall with the balance of shoreline protection immediately west of the Sunkist Site.
- Development of a pedestrian promenade across the frontage of the Sunkist Site and extending across the frontage of the Naval Civil Engineering Laboratory (NCEL) to the harbor entrance, utilizing the existing lighthouse as a thematic termination point.
- Construction of public parking on the Gion Easement (a one-half acre parcel landward of Surfside Drive, southeasterly of the Sunkist Site).
- Landscaping improvements, including sand stabilization, restrooms, parkway and urban design improvements, for the west end of Hueneme Beach Park, and Market Street area.
- Repositioning of the east-west spur of the Ventura County Railroad that traverses the Sunkist Site.

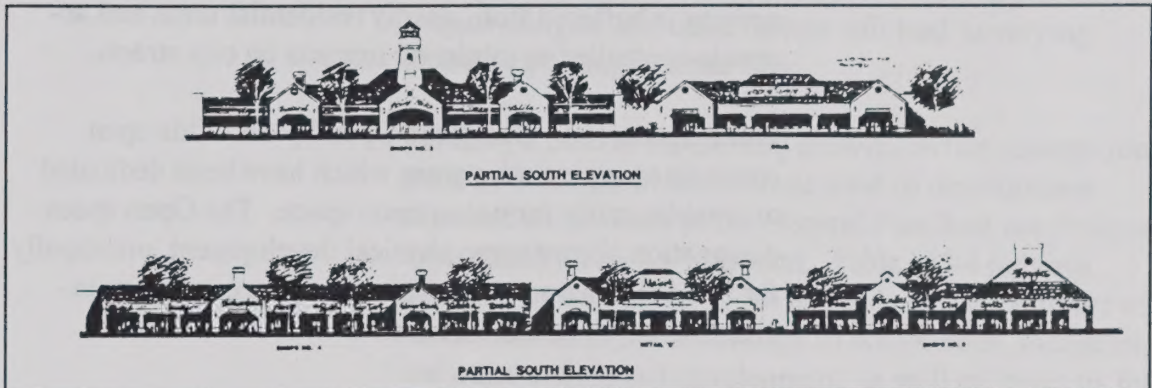


PROJECT EXAMPLE: Beachport Commercial Center, FAR 0.25

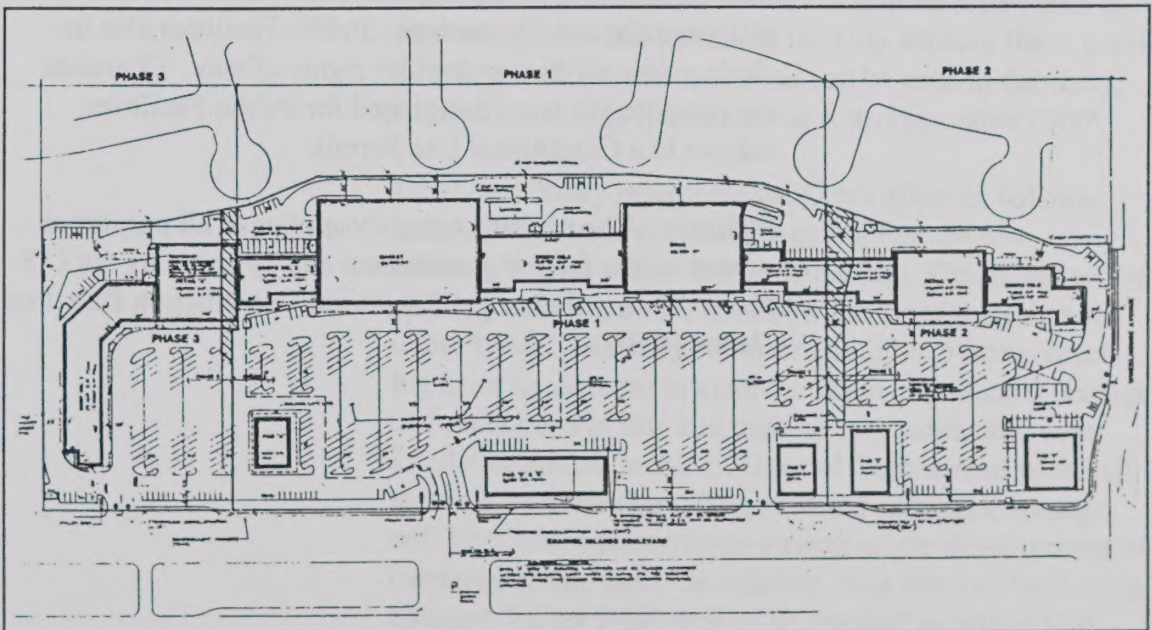


PROJECT EXAMPLE: Beachport Commercial Center, Site Plan

Commercial Retail - Commercial-Retail/Service: (FAR 0.55, 35-ft. max building height). This land use category includes miscellaneous retail and service uses for which a shopper in general makes a single-purpose trip to visit one establishment. Such uses include service and repair facilities, small offices, medical/dental, hardware and building materials stores, auto and accessories dealers, appliance outlets, etc. Office uses are also permitted in areas designated for Commercial-Retail/Service.



PROJECT EXAMPLE: Port Hueneme Shopping Center, FAR 0.27



PROJECT EXAMPLE: Port Hueneme Shopping Center, Site Plan

Industrial (FAR 0.75). This category includes business involved in light manufacturing, distribution, and services. In general, customers of businesses located within this category are other businesses.

Port - Port Activity (FAR 0.75). This category is comprised of all property owned or leased by the Oxnard Harbor district. Specific uses include ship off-loading facilities, warehouses, port related offices, port-related public open space and recreation uses, and fuel storage. Port activity is buffered from nearby residential areas and access is controlled to minimize impacts on city streets.

Open Space (D) - Dedicated Open Space. This open space category includes areas which have been dedicated to a public entity for use as open space. The Open space designation allows some physical development, principally for recreational purposes. This open space category includes City parks and Hueneme Beach.

Public Facility (FAR 0.50). This land use category includes all City, County and other government properties, such as post offices, the Civic Center, public schools and playgrounds, and fire stations. Public Facilities also include public utilities and utility rights of way. Churches are permitted in areas designated for Public Facilities, subject to a Conditional Use Permit.

Military - The military category applies to all properties owned by the federal government and operated by the U.S. Navy. This includes the U.S. Naval Construction Battalion Center (CBC).

***Implications of
Land Use Policy***

The maximum permitted development intensities specified in each of the General Plan land use categories enable the City to anticipate the future level of development citywide and to plan public service and infrastructure needs accordingly. Such maximum intensities permitted by land use policy will not be achieved on every parcel of land. Existing, good quality construction at lower densities and intensities probably will not recycle within the 20-year plan period to more intense uses. Also, lot size constraints and configurations, individual development objectives, unique project designs, and other factors will lead to varying intensities throughout the City.

For the purpose of forecasting growth, certain assumptions must be made about the average level of development expected within each of the General Plan land use designations which allow development. Table LU-4 outlines density/intensity assumptions and indicates the number of residential units, square footage of commercial, industrial, and other anticipated development, as well as forecasts for the resident population of the City at build out.

The Land Use Element provides definitive statements of land use goals. But how does the City achieve these goals? What approaches and resources can be used in the short, medium, and long term to create a strong, viable City?

Land Use Policy represents the City's effort to balance housing choices and to further strengthen the retail/commercial sector in Port Hueneme. Compared to the existing condition, overall residential acreage designated under Land Use Policy will increase by 125 acres, resulting from an increase in medium density residential acreage and reductions in low and high density residential uses. Land designated for Retail/General Commercial uses will increase by more than 50 percent and industrial acreage will be doubled primarily as a result of the development of currently vacant land. In addition, four acres of land along Pleasant Valley Road will be designated as Mixed Use.

**Table LU-4
Land Use Policy Development Potential**

Land Use Category	Typical FAR ⁽¹⁾	Area (acres)	Dwelling Units	Nonresidential (000 sq ft)
Residential - Single Family (0-7 du/net acre)	(Note 2)	0.0		
Residential - Medium Density (7-15 du/net acre)	(Note 2)	14.2	198	
Residential - High Density (16-25 du/net acre)	(Note 2)	1.5	38	
Mixed Use Residential (15-25 du/acre, Comm. 0.5 FAR)	0.40	7.5	81	66
Commercial Retail (0.55 FAR)	0.25	12.9		140
Commercial Visitor (0.55 FAR) (Sunkist Site)	0.25	11.0		120
Industrial (0.75 FAR)	0.50	19.2		419
Port (0.75 FAR) ⁽³⁾	0.34	38.1		566
Open Space (D)		0.0		0
Transportation		0.0		0
Public Facilities		0.0		0
Total		104.4	317	1,311

Notes:

- (1) Typical FAR is the average intensity at which typical development is anticipated to occur. Actual development may be less or more on an individual site.
- (2) The amount of new development estimated for these uses is based on the specific characteristics of individual sites, not to exceed the maximum land use intensity identified in the General Plan.
- (3) The port project involves demolishing one existing structure and constructing two new structures for a net increase of 97,000 square feet.

***Relationship of the
General Plan and
Zoning Ordinance***

A general plan establishes policies and goals to guide future development within a community. Once the plan is adopted, the City must implement the general plan through various strategies. One effective tool to implement a general plan is the zoning ordinance. The California Supreme Court has stated that "zoning is intended to represent a considered, specific, and lasting implementation of the broad policy statements of policy of the general plan" (United Outdoor Advertising v. Business, Transportation, and Housing Agency (1988) 44 Cal.3d 242).

Regulations contained in a zoning ordinance are required by law to be consistent with the policies established in the general plan. This requirement for zoning consistency applies to counties, general law cities, and charter cities with a population of more than two million (Government Code Section 658960).

Port Hueneme must ensure that its zoning is consistent with the General Plan. Table LU-5 shows the relationship between the Port Hueneme General Plan land use categories and zone districts. This table indicates how properties citywide should be zoned to be consistent with the General Plan.

On a regular basis, City staff will be using the zoning ordinance to review development proposals to ensure consistency with zoning requirements and, by relationship, General Plan policy. Code enforcement efforts allow the City to identify blight and unsafe conditions and thus implement City revitalization goals.

**Table LU-5
Relationship Between the General Plan and Zoning Ordinance**

Zoning Category		General Plan Land Use Category										
		Residential Single-Family	Residential Medium Density	Residential High Density	Mixed Use Residential	Commercial Retail	Industrial	Port	Open Space	Public Facilities	Commercial Visitor	Military
R-1	Single-Family	●										
R-2	Limited Multi-Family		●									
R-3	Multi-Family			●								
R-4	Mixed Use				●							
C-1	General Commercial					●						
C-S	Special Commercial										●	
P-R	Park Reserve								●	●		
M-PR	Port Related Uses							●	●			
PD	Planned Development	Applies to all parcels designated PD on the Zoning Map										
M-1	Light Industry						●			●		
FH	Flood Hazard Overlay	Applies to all parcels within the Special Flood Hazard Area										

Note: This table reflects changes made to the Zoning Ordinance to achieve consistency with the General Plan. The zoning category R-4 Transitional Residential/Coastal Related Industry has been eliminated, and categories Public Facilities and Mixed Use have been added. In addition, the M-CR Coastal Related Industry and M-CD Coastal Dependent Industry have been combined into one new category designated Port-Related Uses.

***Relationship of the
California Coastal Act
and Port Hueneme Local
Coastal Program***

Adopted in 1976, the California Coastal Act is intended generally to protect the natural and scenic qualities of the California coastal zone. The coastal zone includes both land and water area. Approximately one-half of Port Hueneme's land area lies within the California coastal zone. Over half of the City area within the zone is part of the U.S. Naval Construction Battalion Center (USNCBC). Figure LU-6 illustrates the coastal zone boundaries in Port Hueneme. Except for USNCBC property, the area within the coastal zone is subject to the California Coastal Act.

To meet coastal act requirements, Port Hueneme must have a Local Coastal Program (LCP) certified by the California Coastal Commission. Port Hueneme's current LCP was certified by the California Coastal Commission in 1998. The LCP exists as an amendment to the existing General Plan and discusses the allowable land uses and applicable coastal resource issues for the planning areas within the City's coastal zone. The LCP continues to be implemented as the primary planning document for the coastal zone. Consistent with the coastal act's basic goal to "protect, maintain, and, where feasible, enhance and restore" the coastal zone, the Port Hueneme LCP identifies attainable goals and objectives specifically related to local conditions. The current LCP acts as the baseline for the revised program included as part of this General Plan Update.

The proposed General Plan document will constitute a portion of the City's LCP by including the necessary coastal resources and management policies within the General Plan elements.

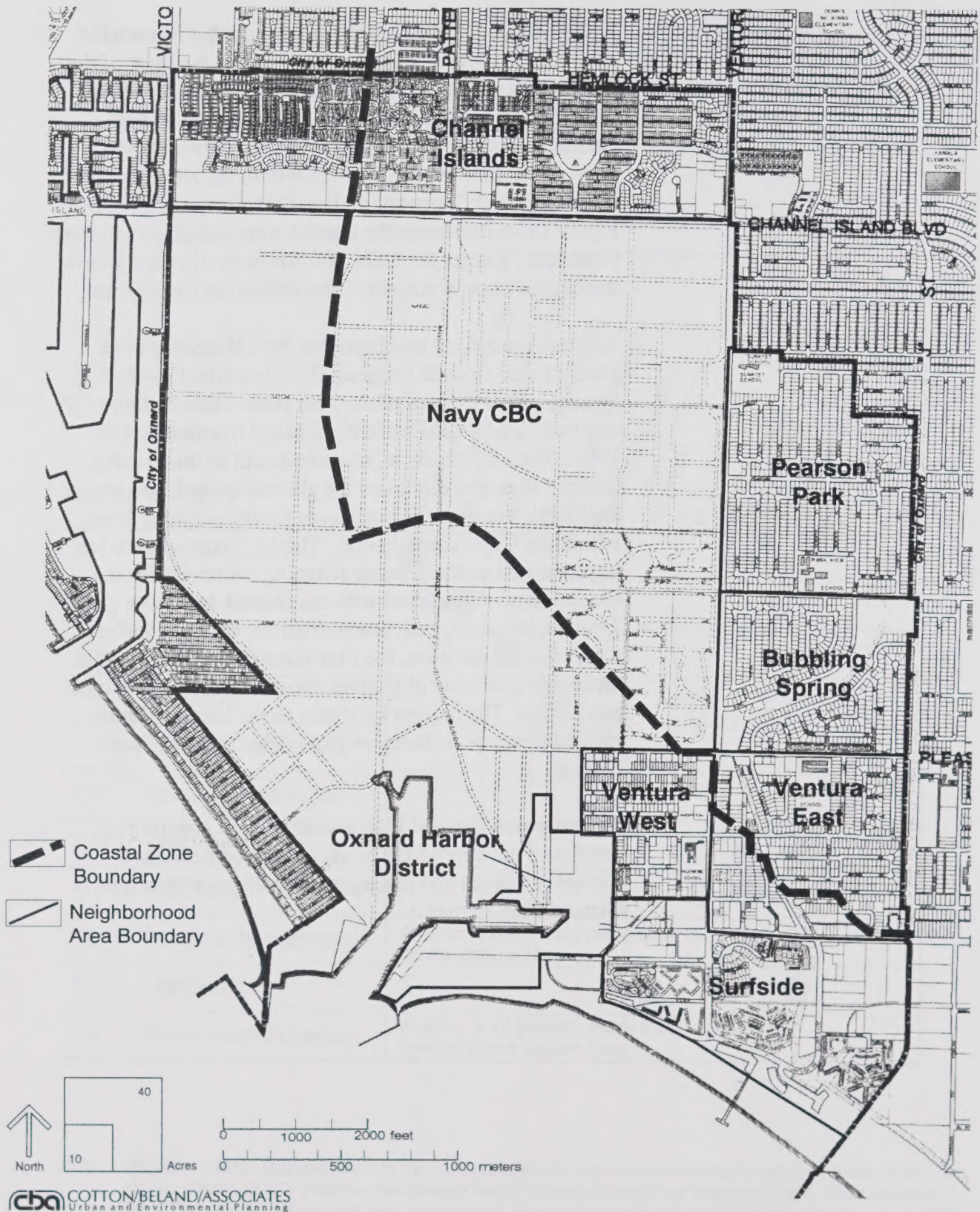


Figure LU-6
Coastal Zone Boundaries

Within each General Plan element, parenthetical references identify sections of the California Coastal Act to which General Plan policies apply. For example, a policy statement relating to coastal visual resources will be followed by the parenthetical reference (Coastal Act/30251) to indicate that the policy addresses scenic and visual qualities of coastal areas as required by that section of the coastal act. Each General Plan element also contains a table that identifies the coastal act planning and management issue areas included in that element. Table LU-6 indicates where coastal act issues are included in the General Plan. Table LU-7 identifies in which Port Hueneme planning areas the coastal act issues apply.

***Relationship of the
General Plan and the
California Environmental
Quality Act***

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) be prepared if significant adverse impacts could result from a proposed project. The purpose of the EIR, under the provisions of CEQA is "...to identify the significant effects of a project on the environment, to identify alternatives to the project, and to indicate the manner in which these significant effects can be mitigated or avoided" (Government Code Section 21002.2 (a)). The EIR serves as an informational document for use by decision makers, public agencies, and the general public. It is not a City policy document; it does, however, discuss the potential relative impacts of the alternatives identified in the document.

CEQA and CEQA Guidelines recognize the difficulty in preparing an EIR for a General Plan, since it does not represent a specific development proposal with defined project characteristics. In accord with the Guideline provisions, a program EIR is typically prepared to evaluate the impacts of implementing a plan allowing the City to consider broad policy alternatives and program-wide mitigation measures (Section 15168 of CEQA Guidelines).

**Table LU-6
General Plan and Local Coastal Program
Reference Matrix**

Coastal Resources Plan- ning and Management Issue Areas	Port Hueneme General Plan Element						
	Land Use	Housing	Circula- tion/ Infra- structure	Noise	Public Safety/ Facilities	Conser- vation/ Open Space/ Env. Res.	Eco- nomic Develop- ment
Shoreline Access (30210-212.5)	✓					✓	
Visitor Serving and Recre- ational Facilities (30213)	✓					✓	
Water-Oriented Recreation (30220-324)	✓				✓		
Water and Marine Re- sources (30230-232)						✓	
Diking, Filling, and Dredg- ing (30233)	✓				✓		
Commercial Fishing and Recreational Boating (30234)	✓						
Shoreline Structures/Flood Control (30235-236)	✓						
Environmentally Sensitive Habitat (30240)	✓					✓	
Agriculture (30241-242)	✓						
Soil Resources (30243)	✓						
Archaeologi- cal/Paleontological Re- sources (30244)	✓					✓	
Locating and Planning New Development (30250, 252, 255)	✓	✓	✓	✓	✓	✓	✓
Coastal Visual Resources (30251)						✓	
Hazard Areas (30253)			✓	✓	✓		
Public Works (30254)	✓		✓		✓		
Industrial Development and Energy Facilities (30260- 264)	✓						

*Indicates presence of coastal act issue area within an element of the General Plan.

**Table LU-7
Planning Area and Local Coastal Program
Reference Matrix**

Coastal Resources Planning and Management Issue Areas	Port Hueneme Planning Area Within Coastal Zone				
	Channel Islands	Ventura West	Ventura East	Surfside	Navy CBC(1)
Shoreline Access (30210-212.5)		✓		✓	
Visitor Serving and Recreational Facilities (30213)	✓	✓	✓	✓	
Water-Oriented Recreation (30220-324)					
Water and Marine Resources (30230-232)			✓	✓	
Diking, Filling, and Dredging (30233)					
Commercial Fishing and Recreational Boating (30234)		✓			
Shoreline Structures/Flood Control (30235-236)					
Environmentally Sensitive Habitat (30240)					
Agriculture (30241-242)					
Soil Resources (30243)					
Archaeological and Paleontological Resources (30244)					
Locating and Planning New Development (30250, 252, 255)	✓	✓	✓	✓	
Coastal Visual Resources (30251)		✓		✓	
Hazard Areas (30253)					
Public Works (30254)		✓		✓	
Industrial Development and Energy Facilities (30260-264)		✓		✓	

*Indicates presence of coastal act issue area within a Port Hueneme Planning Area.
(1)Federal lands - excluded from LCP jurisdiction

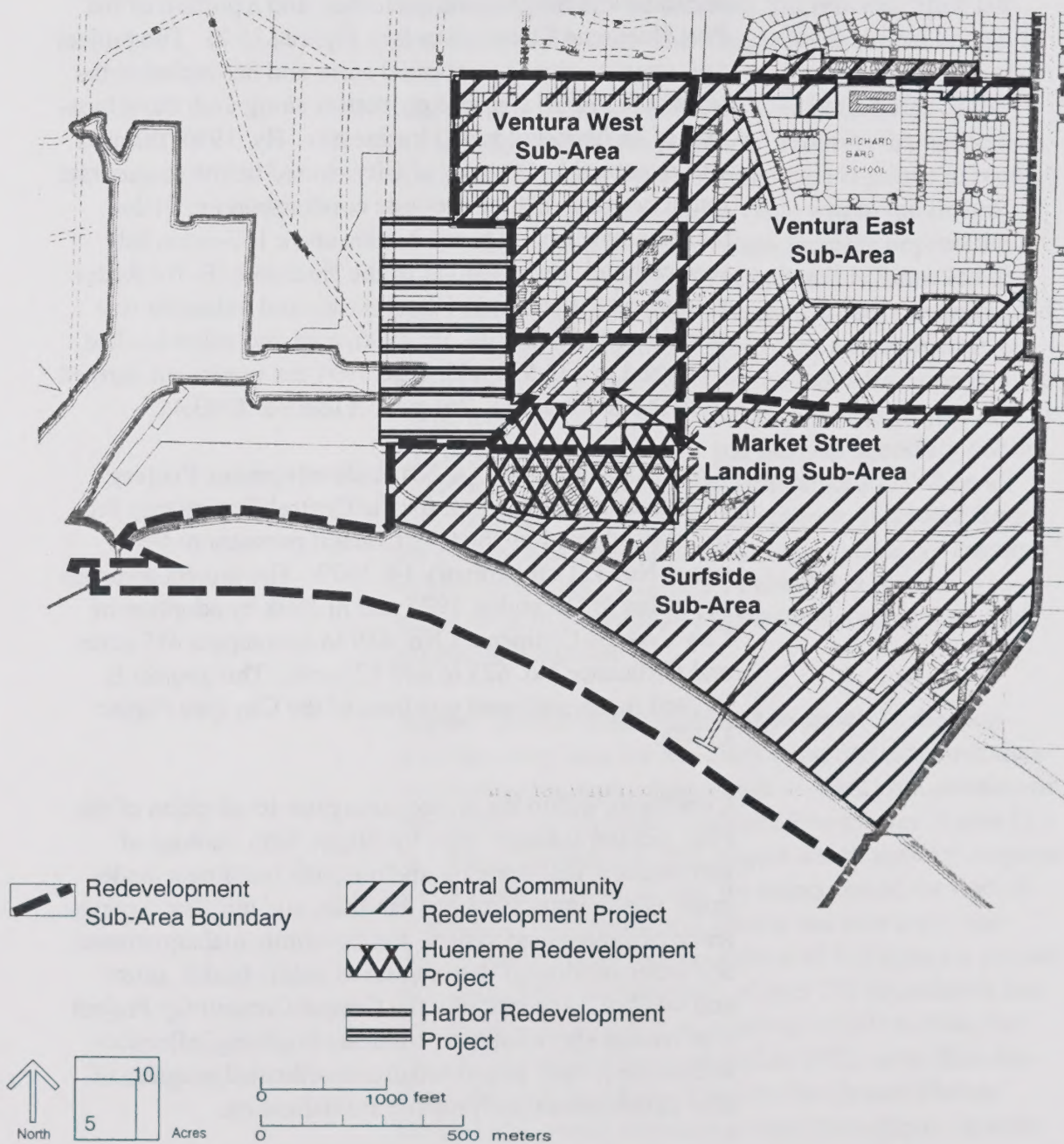
Redevelopment Redevelopment is the principal means by which cities can affect community revitalization, replacing dysfunctional land and buildings with uses which foster economic development, increase housing opportunities, provide public amenities, enhance urban aesthetics, and promote public health and welfare. To facilitate this process, State law provides a method for financing redevelopment known as "tax increment." At the time a project is created, the assessed value of properties within the boundaries of the designated project area is frozen. Property tax agencies (i.e., school districts, fire districts, etc.) continue to receive revenue based on the assessed value within the frozen base. As assessed property values increase beyond the frozen base, the "increment" of increase is funnelled directly to the Redevelopment Agency to retire accumulated debt. This debt is typically created by a combination of Agency borrowing and issuance of Tax Allocation Bonds. These funds, in turn, are reinvested into the project area to stimulate new development and provide necessary public improvements and supporting infrastructure. When all debt has been retired, all the tax revenue generated from the project area flows back to the appropriate governmental taxing entities. The theory behind this process is to allow cities to rehabilitate blighted areas using their own economic resources.

Harbor (R-70) Redevelopment Project: Redevelopment has long been the mainstay of community revitalization in Port Hueneme dating back to 1962 with creation of the Harbor (R-70) Redevelopment Project (see Figure LU-7). It was through this first project which the City acquired and cleared 37 acres of land for expansion of the Port of Hueneme. The project was carried out over a six-year period and included the acquisition of 120 separate properties along with the relocation of over 200 households and businesses. At a total cost in excess of \$10 million, the Project was officially completed in 1972, more than doubling the land area then owned by the Oxnard Harbor District and greatly enhancing cargo throughput capacity of the Port.

Hueneme (R-76) Redevelopment Project: Utilizing dredge spoil from Harbor expansion, the City's first redevelopment effort was followed in 1967 by the Hueneme (R-76) Redevelopment Project, encompassing what later became the Seaview Apartments, Anacapa View Condominiums and Single Family Homes, and a portion of the Port Hueneme Country Inn (see Figure LU-7). The project area encompasses a total of 50 acres and has included the acquisition of 36 separate properties along with the relocation of 76 households and businesses. By 1996, the area was occupied by 90 units of City-owned below market rate rental housing, 200 market rate condominiums, 84 detached single family beach homes and a 135-room full service hotel. At inception of the Hueneme (R-76) Redevelopment Project in 1967, total assessed valuation was calculated at \$943,880. By 1996, assessed valuation had increased to \$33,922,845. The 1991 tax increment derived from the Hueneme (R-76) project totaled \$343,413.

Central Community (A-38) Redevelopment Project: The Redevelopment Plan for the Central Community Project was adopted by the City Council pursuant to Ordinance No. 351 on February 14, 1973. The project area was expanded in December 1975 and in 1998 by adoption of City Council Ordinances No. 419 to encompass 415 acres and Ordinance No. 623 to add 17 acres. This project is located in the southeast quadrant of the City (see Figure LU-7).

Conditions within the project area prior to adoption of the Plan met the statutory tests for blight, with findings of substandard, deteriorating and obsolete buildings; inadequate public improvements, facilities and utilities; a prevalence of depreciated values, and economic maladjustment; and other conditions detrimental to public health, safety and welfare. Accordingly, the Central Community Project was created specifically to eradicate blighting influences within the project area through a coordinated program of new development and property revitalization.



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Urban and Environmental Planning

Source: City of Port Hueneme

Figure LU-7
Relationship of Redevelopment
Projects to Sub-Areas

The Plan's primary goal is to realize the City's full residential and commercial development potential by way of capitalizing upon the City's beach frontage, its most valued natural asset. A detailed discussion and ranking of individual sites within the Redevelopment Project area begins on page 76 of this element. Additional supporting information is contained in the General Plan's Economic Development Element.

The project area includes four major sub-areas: Surfside, a predominantly residential and visitor-serving area situated south of Hueneme Road; Market Street Landing, a commercial corridor between Hueneme Road and Scott Street extending westerly from Ventura Road to Ponomo Street; Ventura West, the City's oldest residential neighborhood situated westerly of Ventura Road between Scott Street and Pleasant Valley Road; and Ventura East, a predominantly residential area comprised of various housing types and densities situated easterly of Ventura Road between Hueneme Road and Pleasant Valley Road (see Figure LU-7).

The Surfside area has served as the focus of redevelopment since creation of the Central Community Project, replacing dysfunctional residential, commercial and industrial uses with new beach-oriented residential, public recreational, and visitor-serving commercial development. Market Street Landing is the remaining commercial nucleus of Port Hueneme's former downtown, the revitalization of which is intended to maximize the City's retail and professional office development potential. Ventura West is the most impacted area of the City wherein residential redevelopment is proposed on the periphery of housing rehabilitation and code enforcement proposed for the remainder of the area. Ventura East has been classified as a transitional neighborhood. A comprehensive program of housing rehabilitation assistance, commercial property revitalization, and code enforcement is active in this area.

Since adoption of the Plan in 1973, a wide variety of development has taken place. The following summarizes the developments which have occurred within the project area since adoption of the Plan, as well as proposed development, which will have a significant impact on the area's economic growth.

Hueneme Beach Park: Encompassing 60-acres of publicly controlled land, Hueneme Beach Park is the City's largest recreational facility and constitutes its most valued asset. Between adoption of the Central Community Project Redevelopment Plan in 1973 and 1991, the City has invested over \$1.3 million in public improvements within Hueneme Beach Park including additional off-street parking; lowering of the main beach parking area to increase water visibility; enhancement of the existing fishing pier by development of a plaza at its entrance including concession area, thematic play area, and additional pieces of barbecue and playground equipment; sand stabilization improvements; and extensive landscaping and open turf throughout. In July of 1986, construction was completed on additional thematic beach improvements including scenic monumentation at the terminus of Ventura Road and a new mini-park at the northeasterly corner of Surfside Drive and Oceanview Drive.

Moranda Park: Located at the terminus of Moranda Parkway southerly of Hueneme Road between Ventura Road and Surfside Drive, Moranda Park was constructed by the City in 1979 at a total cost of \$525,000. This seven-acre public recreational facility includes eight tennis courts, two softball diamonds, four basketball courts, two handball courts two volleyball courts two horseshoe pits, and a tot lot for children. A multipurpose building houses a recreation office, meeting room, and restroom facilities.

Dorill B. Wright Cultural Center: Located along Surfside Drive between Hueneme Beach Park and Moranda Park, the Dorill B. Wright Cultural Center was constructed by the City in 1983 at a total cost of \$2.2 million. This 20,000 square foot multipurpose building, situated strategically across the street from the City's fishing pier, provides amenities suitable for performing arts, exhibits, lectures, banquets, conferences, and a variety of meetings, both small and large. The Cultural Center includes an auditorium with a combination of movable and fixed seating for up to 750 persons, gallery area, three meeting rooms, kitchen and arts/crafts area. A new 151-space parking lot was constructed on property owned by the Agency adjacent to the Cultural Center to accommodate the facility's increased usage.

Street Scene and Urban Design Improvements: Between 1976 and 1991, more than \$1 million in public funds were expended in upgrading the appearance of major arterial streets serving the City. Within the Central Community Project, this program has involved Ventura Road, Hueneme Road, Surfside Drive and Pleasant Valley Road. Within these rights-of-way, the City has constructed raised landscaped median islands, thematic street trees, stamped concrete crosswalks, and city entrance signs. Currently in process is the acquisition and improvement of rights-of-way necessary for the widening of Pleasant Valley Road, west of Ventura Road. When completed, this four lane arterial will receive the same thematic treatment as has been accomplished elsewhere within the Project Area.

Bubbling Springs Recreational Corridor: Extending northerly from the intersection of Surfside Drive and Oceanview Drive to its terminus within 20-acre Bard Park, the Bubbling Springs Recreational Corridor was constructed by the City in 1980 at a total cost of \$1.1 million. This project entailed the conversion of a mile-long flood control drainage channel into an open space linear park complete with landscaping, bike and pedestrian walkway, and miscellaneous recreational improvements.

The Recreational Corridor fulfills a vital component of the Agency's urban design program by interconnecting Bard Park, Moranda Park, Dorill B. Wright Cultural Center and Hueneme Beach; integrating the redevelopment area with neighborhoods removed from the Central Community Project. These amenities, together with street scene and urban design improvements, serve as the impetus for private reinvestment elsewhere within the Central Community Project.

Surfside Village: Encompassing approximately 50 acres within the southeasterlymost portion of the Central Community Project, Surfside Village is the single largest private redevelopment project thus far undertaken since adoption of the Redevelopment Plan. Initiated by way of an Owner Participation Agreement in February 1978, Surfside Village is a multifaceted project involving three different private developers and encompassing three distinct residential, retail commercial, and visitor-serving components. The residential component of Surfside Village encompasses 339 single family, townhouse and condominium units.

The Port Hueneme Country Inn constitutes the visitor-serving component of Surfside Village and is comprised of 135 hotel guest rooms on which construction was completed July 28, 1986. To compliment the \$4.2 million Country Inn, a 4,000 square foot restaurant is planned on an adjoining parcel.

The retail commercial component of Surfside Village consists of a neighborhood shopping center known as Beachport Commercial Center and is comprised of seven separate buildings encompassing a total of 53,974 square feet of leasable retail floor area. Phased construction of the \$3.5 million Beachport Commercial Center commenced in February of 1986 was completed in 1991.

Port Hueneme Athletic Center: Located on the south side of Pleasant Valley Road between Evergreen Lane and Maplewood Drive, the Port Hueneme Athletic Center was constructed in 1978 on land acquired with tax increment funds. This \$700,000 facility is shared by the City's Community Services Department and the Boys and Girls Club and includes a gymnasium, indoor racquetball court, weight room, two locker rooms, workshop, games room, library, and office space.

Casa Pacifica: Located southwesterly of the intersection of Ventura Road and Pleasant Valley Road, a 90-unit senior citizen complex was constructed in 1980 on land acquired with tax increment and federal CDBG funds. Under the auspices of the federally-assisted Section 8 New Construction Program, the \$2.4 million Casa Pacifica was developed by Shappel Government Housing, Inc., a private for-profit syndication.

Port Hueneme Municipal Service Yard: Located at the southeasterly corner of Hueneme Road and Surfside Drive, the Port Hueneme Municipal Service Yard was completed in 1983 at a cost of \$2.2 million. This project entailed renovation of an abandoned 39,000 square foot industrial storage facility for subsequent reuse by the Hueneme School District and City of Port Hueneme who jointly occupy the southerly one-half of this facility. The northerly one-half of the renovated structure has since been leased by the City to offshore oil related business.

Harbor Plaza: Located at the westerly terminus of Market Street Landing between Market Street and Ponomo Street, Harbor Plaza is a multi-phased garden office complex encompassing 65,000 square feet of leasable floor space. Under terms of a Disposition and Development Agreement entered into on March 7, 1984 by and between the Agency and IDM Corporation, the first phase encompassing 15,000 was completed on December 31, 1985. With IDM having decided not to proceed with the remaining phases, the Agency is currently entertaining development proposals for the balance of the site.

Harbor Village Apartments: Located at the northwesterly corner of Fifth Street and Hueneme Road is the site of a 60-unit apartment complex known as Harbor Village Apartments. Under terms of an Owner Participation Agreement between the Agency and Martin V. Smith & Associates, construction of the \$2.5 million Harbor Village apartments project was completed in mid-1987.

Herbert C. Templeman Educational Center: Located at the northwesterly corner of Scott Street and Ventura Road, the Herbert C. Templeman Educational Center is a 8,765-square foot professional office building which serves as the administrative headquarters for the Hueneme Elementary School District. This project was a cooperative venture involving the City of Port Hueneme, Hueneme School District and Port Hueneme Redevelopment Agency, allowing the District to convert existing office space at Hueneme Elementary School into additional classrooms. Construction of this \$700,000 office building was completed at the end of 1987.

Port Harbor Homes: Located at the northeasterly corner of Scott Street and Ponomo Street is the site of a 24-unit residential planned unit development known as Port Harbor Homes. One-half of the 1.84-acre site was owned by a group of local investors and the balance of the site, comprised of six parcels and ten dwellings, was acquired by the Redevelopment Agency under terms of an Owner Participation Agreement. Construction of the \$5 million project was completed in early 1990.

Bubbling Springs Villas: Located at the northeasterly corner of Fifth Street and Clara Street is the site of ten townhouses and four apartments known as Bubbling Springs Villas. This site encompasses approximately one acre of land and served as the home of the City's former municipal service yard.

A unique feature of the Bubbling Springs Villas is the development of thematic landscape and fencing improvements to conceal the unsightliness of the City's water tower that is situated on the middle of the site. Equally unique is the thematic paint scheme that transformed the tower into a "hot air balloon". Under terms of a Disposition and Development Agreement, the entire project was completed in late 1989 by the Fuller Development Company.

La Entrada: Located along the northerly side of Pleasant Valley Road from Maplewood Court to Camellia Drive is the site of a 27-unit residential planned unit development known as La Entrada. The site was originally occupied by 43 World War II vintage duplex units and acquired for road widening purposes. The remnant right-of-way totaling 2.19 acres was subsequently conveyed by the Redevelopment Agency to the Fuller Development Company which completed construction of La Entrada in late 1990. A unique feature of the project was the involvement of 16 different property owners whose single family homes abut an adjacent alley used as primary access to La Entrada.

Surfside Annex: Located along the easterly and westerly sides of Surfside Drive in the vicinity of Industrial Avenue is the site of Surfside Village Annex. This project represents the final increment of Surfside Village encompassing a new assembly building for the Veterans of Foreign Wars, 39,000 square feet of commercial mini-storage, and 30 new townhomes (Beachport Cottages). Both the assembly building and mini-storage were completed in mid-1992. The Beachport Cottages were completed in early 1993.

Neighborhood Preservation Program: The Neighborhood Preservation Program encompasses a variety of activities which collectively serve to arrest neighborhood decline, remove blighting influences, and foster housing conservation. The Program is financed by a combination of tax increment revenues, developer in-lieu fees, and federal CDBG funds and includes the following components: housing rehabilitation, compulsory building code enforcement, special refuse service, fair housing, commercial revitalization, and selective site acquisition and clearance.

From the Program's inception in 1978 to 1996, more than 1,000 loans and rebates were funded resulting in the improvement of more than 1,100 dwellings with a combined construction value in excess of \$7 million.

Financial Impact: At inception of the Central Community Project in 1973, total assessed valuation was calculated at \$15,140,495. By 1996, assessed valuation had increased to 194,509,950. The 1996 tax increment derived from the Central Community project totals \$2,063,625.

Future Prospect: The Redevelopment Plan for the Central Community Project is due to expire in the year 2003; eminent domain must commence by 1997. With less than 10 years remaining, the Agency has identified 23 parcels which are likely candidates for future redevelopment.

Redevelopment Projects: The following is an evaluation of the separate parcels within the redevelopment area. This analysis is a site-by-site comparison of the incremental fiscal impacts which would be generated by the redevelopment of each site. All sites should generate a positive recurring fiscal impact. The parcels are sorted in descending order based on net recurring revenue.

Parcel 19 shows the highest net recurring revenue of \$65,000 annually. This parcel is designated for industrial development with a 0.5 FAR.

The residential parcels were assumed to be developed with up to 25 dwelling units per acre. The net recurring revenue associated with the residential parcels range from \$28,395 to \$1,428 annually. Primarily, the parcels with the highest net recurring revenues are also the largest in acreage. This does, however, vary for some parcels due to different assessed values. Since the analysis takes into account the *incremental* costs and revenues, the current property tax revenues are deducted from property tax revenue which will be generated by the redevelopment. Therefore, the most recently sold properties have higher assessed values and higher current property taxes leading to a smaller incremental increase in property tax revenue. Parcel 11 is designated for retail development with a 0.25 FAR. This parcel is expected to generate an incremental net recurring revenue of \$7,065 annually.

The recurring costs include the following cost items:

- Community Development;
- Recreation and Community Service;
- Public Works; and
- Police.

Recurring revenue items include the following:

- Property taxes;
- Transfer taxes;
- Sales taxes;
- Franchise Fees;
- Business Licenses; and
- Other Miscellaneous Revenues.

The one-time fees consist of a bed tax levied per residential unit in the amount of \$450 per unit.

At the time of this analysis, an accurate fiscal analysis of redevelopment costs compared with anticipated revenues was not feasible given the then current expectation of major state policy changes to redevelopment law.

No significant off-site infrastructure costs are anticipated due to the nearly built-out nature of the City.

Table LU-8
Redevelopment Project Estimated Site-by-site Fiscal Impact
in Descending Order by Net Revenue

Annual Recurring Fiscal Costs/Revenues									
Parcel	Area (acres)	Recurring Costs	Recurring Rev- enues	Net Recur- ring Reve- nue	One- Time Fees	Purchase Price & Relo- cation Cost	Present Value of Net Recurring Revenue (20 Years @ 4%)	Ratio Present Value of Net Re- curring Revenue/ Purchase Price & Relocation Cost	Priority Rank- ing Value to Purchase Price Ra- tio/Blighting Factor*
19 Industrial	10.08	\$ 7,049	\$ 72,649	\$ 65,600	\$ 0	\$ 2,400,500	\$ 891,511	0.37	1/2
20 Industrial	8.13	11,864	40,259	28,395	36,585	2,830,500	385,897	0.14	3/2
11 Commercial	5.61	8,187	23,346	15,159	25,245	2,698,860	206,029	0.08	5/2
17 Residential	4.32	6,304	19,610	13,306	19,440	4,148,060	180,832	0.04	9/1
13 Retail	0.46	322	7,387	7,065	0	337,000	96,015	0.28	2/1
04 Residential	2.16	3,152	10,005	6,853	9,720	2,145,800	93,121	0.04	10/3
03 Residential	2.16	3,152	9,941	6,789	9,720	2,209,100	92,265	0.04	11/3
15 Residential	1.47	2,145	7,147	5,002	6,615	843,200	67,972	0.08	6/2
16 Residential	1.88	2,743	6,843	4,100	8,460	2,643,000	55,706	0.02	13/1
02 Residential	2.16	3,152	6,833	3,681	9,720	2,973,621	50,022	0.02	14/3
05 Residential	1.08	1,576	4,981	3,405	4,860	491,700	46,278	0.09	4/3
08 Residential	1.98	2,889	6,241	3,352	8,910	655,000	45,545	0.07	7/4
21 Industrial	1.02	1,488	4,436	2,948	4,590	685,000	40,062	0.06	8/5
10 Residential	0.97	1,416	4,143	2,727	4,365	855,600	37,072	0.04	12/3
06 Commercial	0.52	759	2,187	1,428	2,340	777,800	19,408	0.02	15/3

Source: The Natelson Company, February 1993.

- Notes: 1. See the discussion Key Development Parcels in the Land Use Issues section and Figure LU-1 for location of these parcels. Also, see the Economic Development Element for additional discussion.
2. Not all parcels shown on Figure LU-1 are included in Table LU-8. Excluded are parcels which are subject to existing development agreements of record or are not otherwise candidates for immediate redevelopment.
3. The above listing is advisory only and not intended as a statement of policy either as to the scope of future acquisition/redevelopment or the sequence of implementation.
- * The priority rating is based on present (1993) value to purchase ratio and an assessment of blighting factors using a 1 to 5 scale with 1 as the most blighted and 5 the least blighted.



General Plan

CITY OF PORT HUENEME

GENERAL PLAN

**CIRCULATION/
INFRASTRUCTURE ELEMENT**

City of Port Hueneme
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CIRCULATION/INFRASTRUCTURE ELEMENT

Introduction The Circulation Element is one of seven mandated elements of the General Plan and is intended to guide the development of the city's transportation system in a manner that is compatible with the Land Use Element. A well-planned transportation system is important to a city's economic and social well-being, and the State of California has mandated the adoption of a citywide Circulation Element since 1955. To help meet future transportation demands and achieve balanced growth, the Circulation Element includes specific goals and policies and implementation measures.

Purpose of the Element: The purpose of the Circulation Element is to provide a safe, effective, and efficient transportation system for the city. The current State mandate for a Circulation Element states that the General Plan shall include:

"...a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, and other local public utilities and facilities, all correlated with the land use element of the plan."

The "General Plan Guidelines" (Section 65302 of the California Government Code), published by the State of California, Office of Planning and Research, suggests that the policies and plan proposals of the Circulation Element should:

- Coordinate the transportation and circulation system with planned land uses;
- Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation; and,
- Protect environmental quality and promote the wise and equitable use of economic and natural resources.

Scope of Content: The Circulation Element contains summary information on the existing and future conditions of the City's transportation system. Goals and policies have been created to ensure that all components of the circulation system will meet the future needs of the City of Port Hueneme.

To meet the General Plan Circulation Element policy objectives, the Element's Plan section identifies the transportation improvements needed to provide adequate capacity for future land uses. It also addresses potential demand management strategies and mass transit services. In addition, the Circulation Plan establishes a hierarchy of transportation routes with specific development standards described for each category of roadway.

Related Plans and Programs: As part of the Southern California region, Port Hueneme is affected by regional plans and programs that are related directly or indirectly to transportation. Examples of these are Southern California Association of Government's (SCAG) *Regional Mobility Plan* and *Growth Management Plan*, and the *Air Quality Management Plan* prepared by the Ventura County Air Pollution Control District (VCAPCD). These plans are intended to work in concert to reduce areawide traffic congestion and air pollutant levels. Planning strategies focus on reducing automobile and truck traffic on the regional transportation network, as well as at local levels.

Port Hueneme has included in this General Plan relevant policies and programs which reflect and respond to SCAG's and VCAPCD's regional goals. Policies in the Circulation Element are aimed at reducing traffic congestion, while Conservation/Open Space/Environmental Resources Element programs are aimed at improving regional air quality. The policy with respect to transportation demand management (TDM) specifically addresses VCAPCD regulations regarding increased vehicle occupancy targets as a means of reducing pollutants.

The Ventura County Congestion Management Program (CMP) is an important program to coordinate traffic improvements throughout Ventura County. The CMP was prepared to meet State requirements in order for the County to continue receiving gas tax funds made available through the passage of Proposition 111, which passed in June 1990. The CMP is the first effort to manage traffic congestion by coordinating the many transportation, land use, and air quality programs in Ventura County. Because of the complexity in measuring and meeting traffic level of service standards, the CMP requirements for the Port of Hueneme Deficiency Plan are addressed in this element, see the final section of the element, "Deficiency Plan."

Circulation Issues

A comprehensive network of local roadways and public transit routes serves the transportation needs of Port Hueneme and surrounding jurisdictions. The following paragraphs identify circulation issues in Port Hueneme. The "Goals and Policies" section of this element outlines the City's long-term aims and strategies for addressing these issues and the "Circulation Plan" section details programs the City will undertake toward fulfilling its goals.

Level of Service: The term "Level of Service" (LOS) describes the quality of traffic flow. LOS ratings range between A and F, depending on the efficiency of a particular roadway. A rating between A and C indicates that the roadway is operating efficiently. Minor delays are possible on an arterial with a Level of Service D. Level E represents traffic volumes at or near the capacity of the highway, resulting in possible delays and unstable flow. Level F is characterized by stop-and-go traffic with long delays.

As part of the General Plan update, level of service ratings were assigned to seven intersections in Port Hueneme and four in Oxnard. Traffic operations at these intersections are efficient (LOS C or better) during the morning peak hour traffic. Conditions deteriorate during the afternoon peak hour with one intersection in the City operating at LOS D.

Table C-1
Level of Service (LOS) Summary
Existing (1997) Condition - AM and PM Peak Hours

Intersection	Peak Hour	Existing LOS
1. Channel Islands Blvd. at Victoria Ave.	AM PM	A C
2. Channel Islands Blvd. at Patterson Rd./USNCBC	AM PM	A A
3. Wooley Rd. at Ventura Rd. (Oxnard)	AM PM	-- C
4. Channel Islands Blvd. at Ventura Rd.	AM PM	A C
5. Sunkist Ave./USNCBC at Ventura Rd.	AM PM	A A
6. Bard Rd./USNCBC at Ventura Rd.	AM PM	A D
7. Pleasant Valley Rd. at Ventura Rd.	AM PM	A A
8. Port Hueneme Rd. at Ventura Rd.	AM PM	A A
9. Channel Islands Blvd. at Saviers Blvd. (Oxnard)	AM PM	-- C
10. Pleasant Valley Rd. at Saviers Blvd. (Oxnard)	AM PM	-- B
11. Port Hueneme Rd. at Saviers Blvd. (Oxnard)	AM PM	-- C

Source: Willdan Associates, City Wide Traffic Analysis Update for the City of Port Hueneme, February 1997.

GOAL 1: PROVIDE A COMPREHENSIVE TRANSPORTATION SYSTEM FOR THE MOVEMENT OF PERSONS AND GOODS WITH MAXIMUM SAFETY, EFFICIENCY, AND CONVENIENCE, AND WITH A MINIMUM OF DELAY AND COST.

Policy 1-1: Reduce existing congestion at critical intersections, including Channel Islands Boulevard and Ventura Road, and Ventura Road and Bard Road.

Policy 1-2: The City will continue to work closely with the Navy and the Port District to ensure circulation system improvements are implemented to the mutual benefits of the three jurisdictions.

GOAL 2: PROVIDE A BALANCED ROADWAY SYSTEM WHICH WILL PROVIDE ADEQUATE ACCESSIBILITY TO EXISTING AND FUTURE LAND USES WITH MINIMUM IMPACT ON RESIDENTIAL NEIGHBORHOODS.

Policy 2-1: Encourage the routing of through traffic to designated arterial streets and discourage thru traffic in residential neighborhoods.

Policy 2-2: Monitor through traffic intrusion in residential neighborhoods, and where necessary, implement strategies to reduce through traffic impacts.

GOAL 3: ENCOURAGE THE USE OF ALTERNATIVE TRANSPORTATION MODES.

Policy 3-1: Promote the use of alternative forms of transportation (other than single passenger cars) to reduce congestion, traffic, noise, and air quality impacts.

Policy 3-2: Coordinate with the South Coast Area Transit (SCAT) to maximize the use of transit service in Port Hueneme.

Policy 3-3: When new circulation routes or street improvements are proposed, consider inclusion of bicycle lanes where feasible.

GOAL 4: IMPROVEMENT OF ACCESSIBILITY TO THE CITY FROM THE REGIONAL FREEWAY AND HIGHWAY SYSTEM.

Policy 4-1: Explore the feasibility of access through the Naval CBC to connect Pleasant Valley Road with Victoria Avenue, especially with regard to harbor-related traffic and in a manner which will not jeopardize naval operations (*Coastal Act/30210, 212-5*);

Policy 4-2: Investigate opportunities for linkage with existing and proposed light rail/shuttle facilities within the local area;

Policy 4-3: Participate in development of the regional Congestion Management Plan; and

Policy 4-4: Work with the Oxnard Harbor District, City of Oxnard, Ventura County and CALTRANS to expedite completion of the Rice Avenue bypass to Port Hueneme Road for Port access (*Coastal Act/30254, 30210-212-5*).

Policy 4-5: To remove truck route designations for Channel Islands Blvd. and Ventura Road after Rice Avenue bypass is completed.

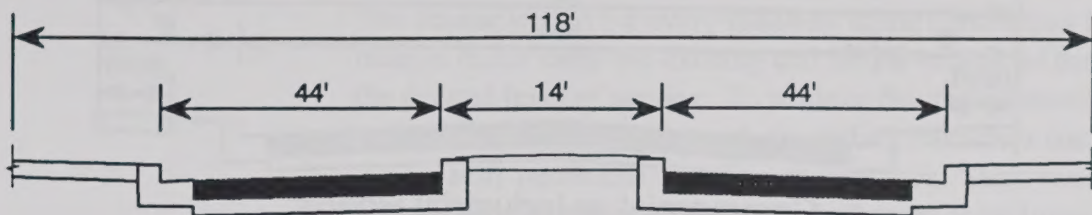
Circulation Plan This section of the Circulation Element describes the location and extent of circulation facilities and services, and identifies general standards that apply to each. Relationships of the Plan to land use policy are then discussed followed by implementation programs for the Element.

Roadway Facility Designations: The roadway system in Port Hueneme is defined using a hierarchy of roadway types which differentiate the function of each roadway link. Referred to as "facility-type" categories, they include three classifications ranging from "Major" highway with the highest capacity through "Local Street" with the lowest capacity. (See Figure C-1) A brief description of each facility-type follows:

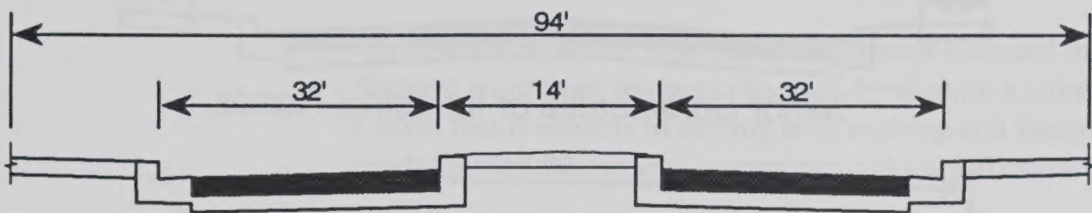
Major Highways - These are primary circulation facilities which distribute and collect freeway bound traffic, accommodate intra-city trips, as well as serve other medium distance movements. Port Hueneme Road (east/west) Ventura Road (north/south) and Channel Islands Boulevard (east/west) are considered major highways.

Secondary Highways - These streets distribute and collect traffic which is generated in the area circumscribed by major highways. Pleasant Valley Road is the only secondary highway in the City, although on busy weekends and holidays, Surfside Drive may serve as a secondary highway for beach related traffic.

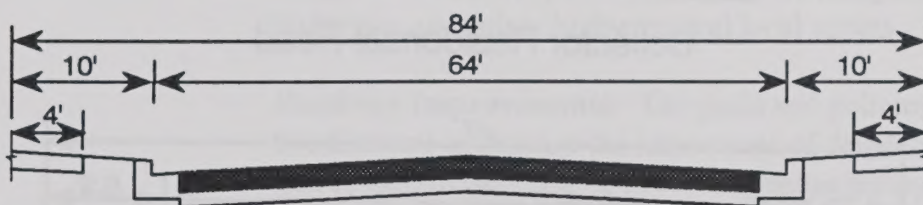
Local Streets - These streets provide local access and comprise the remainder of the streets within the City.



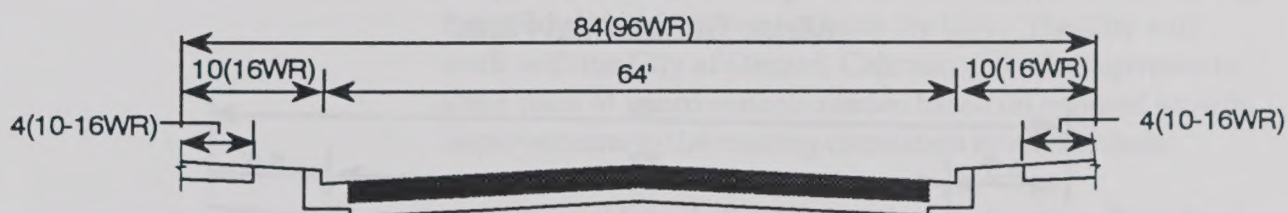
Primary Arterials



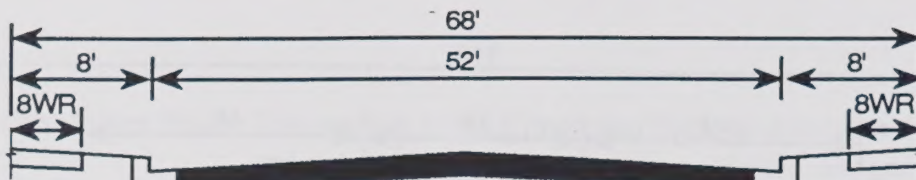
Secondary Arterials



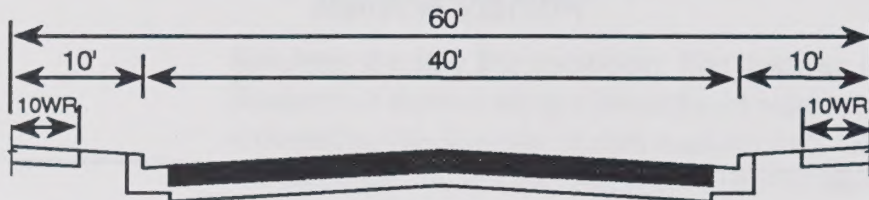
Secondary Free Access



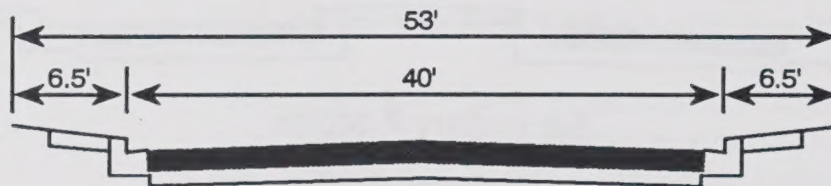
Major Commercial or Industrial Roads



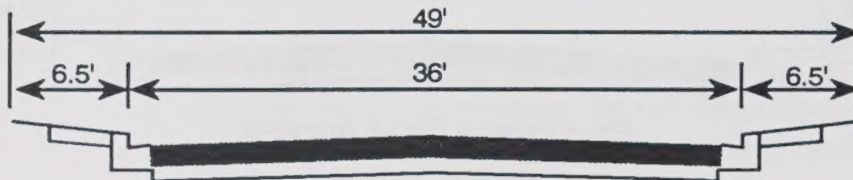
Commercial or Industrial Roads



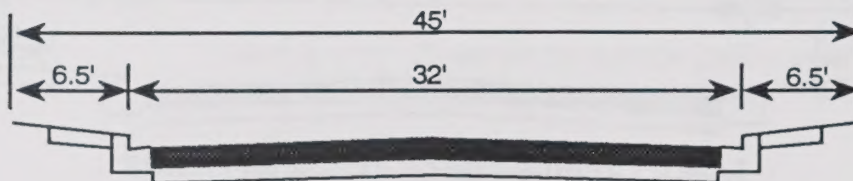
Minor Commercial or Industrial Roads



Collector Residential Road



Minor Residential Road



Residential Cul-de-Sac

Figure C-1 (Continued)
Circulation System
Typical Cross Sections

The desirable goal for every roadway in the Circulation Element is that it carry the existing and future volume of traffic at the desired level of service. To achieve this requirement, variation in design is expected, depending on factors such as the capacity needs and the adjacent land uses. Such variations will involve on-street parking, sidewalks versus pathways, bicycle lanes or paths, extra parkway or median landscape treatment, etc. For that reason, the facility-type descriptions offer general guidelines rather than detailed design specifications.

Circulation System: The goals and policies included in this Element emphasize the importance of developing a circulation system that is capable of serving both existing and future residents while preserving community values and character.

Roadways included in the planned street system are shown in Figure C-2. They are classified according to their facility-type designation. The map indicates all of the designated major highways, secondary highways and local streets.

Roadway Improvements: The goals and policies included in this Element emphasize the importance of developing a circulation system that is capable of serving both existing and future residents while preserving community values and character. The City has developed a program of public improvements to adequately serve the anticipated future development, including the effects of development outside the City. The City will work with the City of Oxnard, Caltrans, and other agencies to share costs of improvements needed based on regional growth. Improvements to the existing circulation system include:

- Channel Islands Boulevard/Victoria Avenue - Provide an additional westbound through lane and an additional eastbound left turn lane.
- Channel Islands Boulevard/Patterson Road-USNCBC - Convert the existing westbound right turn lane to a westbound through-right lane. This can be accomplished by implementing striping modifications with minor signal modifications.

- Wooley Road/Ventura Road - Significant modifications would be required at this intersection. In the northbound direction, add one additional left turn lane, one additional through lane, and a right turn only lane. In the southbound direction, add one additional left turn lane and one additional through lanes. In the eastbound direction, provide one additional left turn lane and convert the existing right turn lane to a through-right lane. In the westbound direction, add one additional left turn lane and a right turn only lane with an overlap. These improvements will be difficult to implement due to the proximity of an existing drainage channel adjacent to the intersection.
- Channel Islands Boulevard/Ventura Road - In the northbound direction, provide a third left turn lane and a right turn only lane. In the southbound direction, provide an additional through lane. Provide a second left turn lane in the eastbound and westbound directions. Replace the eastbound right turn lane with a free right turn lane.
- Sunkist Avenue-USNCBC/Ventura Road - Convert the northbound paved shoulder area to a northbound through lane. This can be accomplished by restriping the roadway, with minor signal modifications.
- Bard Road-USNCBC/Ventura Road - Convert the northbound paved shoulder area to a northbound through lane. This can be accomplished by restriping the roadway, with minor signal modifications.
- Pleasant Valley Road/Saviers Boulevard - In the northbound direction, convert the existing through-right lane to a through lane and add a right turn only lane with an overlap. In the southbound direction, provide an additional left turn lane, convert the existing through-right lane to a through lane, and provide a right turn only lane with an overlap. In the eastbound direction, convert the existing through-right lane to a through lane and provide a right turn only lane.

- Port Hueneme Road/Saviers Boulevard - Many of the improvements associated with this intersection can be installed in conjunction with future development adjacent to the intersection. In the southbound direction, provide restriping to install an additional left-right lane. In the eastbound direction, provide an additional left turn lane and an additional through lane. In the westbound direction, provide an additional through lane, convert the existing through-right lane to a through lane, and provide an additional right turn only lane.
- Channel Islands Boulevard Corridor - Provide an additional westbound through lane and bike lane by widening the roadway from Ventura Road to Victoria Avenue.
- Ventura Road Corridor - Provide an additional northbound through lane by widening the roadway from Pleasant Valley Road to Channel Island Boulevards.

Preliminary cost estimates for circulation system improvements are found on Table C-2. Implementation of these measures will improve adverse levels of service (LOS) at all impacted intersections (i.e., LOS D, E, and F intersections) to LOS C.

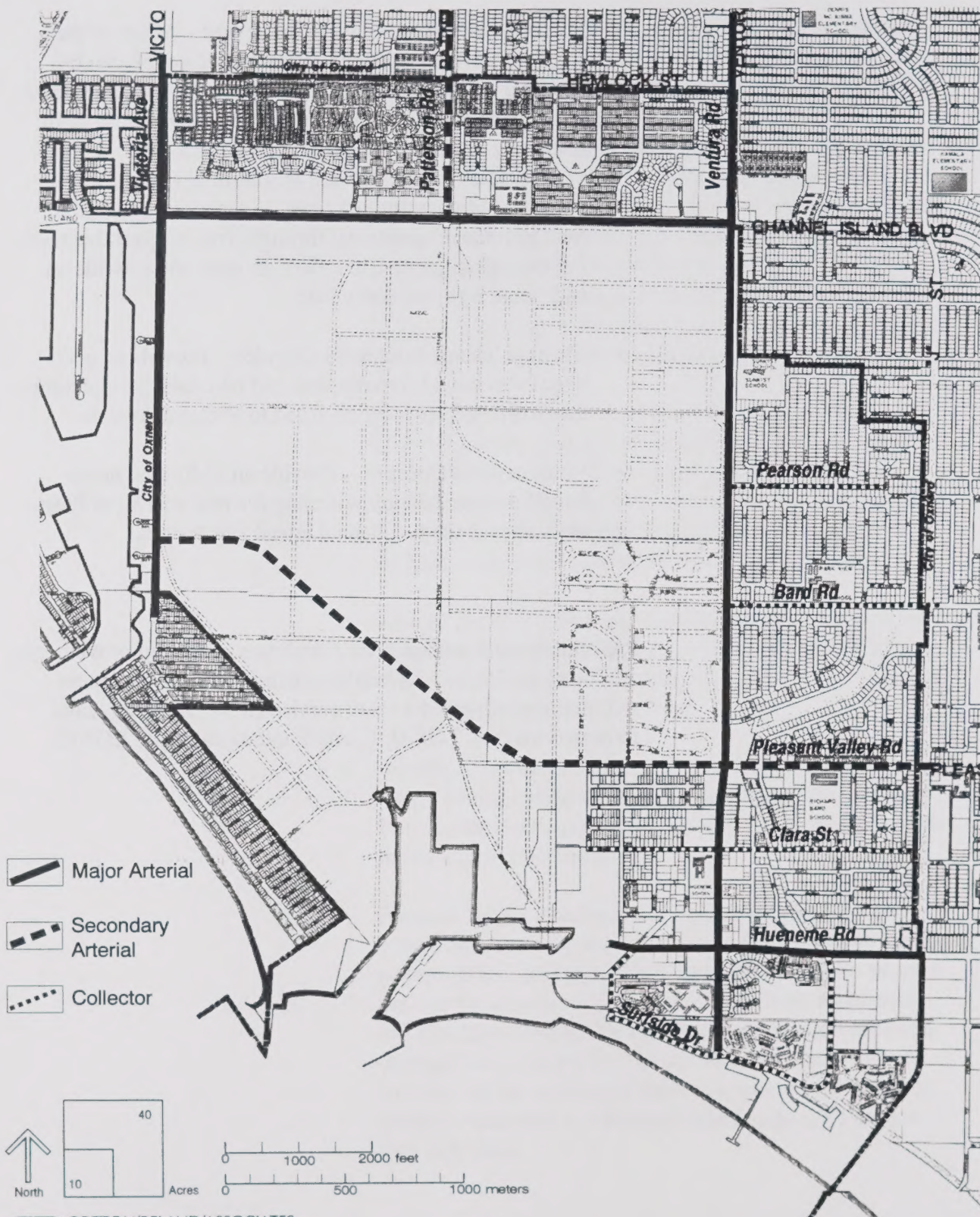


Figure C-2
Circulation Plan

Pedestrian and Bicycle Plan: Bubbling Springs Recreation Corridor serves as the City's primary pedestrian/bicycle pathway. This corridor includes one marked bicycle path and a lane system which links Bubbling Springs Park to the beach. This bicycle route, while marked, is not fully developed. There are no marked bicycle routes running parallel to the beach.

Major pedestrian activity is limited to usage of the Beach Park. Bubbling Springs Park and Moranda Park are not linked to the beach by pedestrian access routes.

Rail Plan: The southern portion of the City is traversed by a single-track railroad line which serves Port Hueneme Harbor and is maintained by the Ventura County Railway Company. The use of this rail line is sporadic and totally dependent on harbor related activities. On some days the line is not used, while on others one or two trains, with an average maximum length of four box or refrigeration cars unloads at a lemon warehouse in the harbor area. Railroad operations are restricted to between 7:00 AM and 10:00 PM; there are no night-time operations.

Traffic on the Ventura County Railway could significantly increase with additional heavy industrial development in Oxnard or increased Port of Hueneme use.

Bus Plan: South Coast Area Transit (SCAT) organizes and monitors the regional bus transportation system in western Ventura County. SCAT developed as a result of a joint powers agreement between the Cities of San Buenaventura, Ojai, Oxnard and Port Hueneme in 1973. In 1977, the City of Santa Paula and County were added as participating members with Santa Paula discontinuing its membership in 1994. SCAT will continue to provide bus service to these communities.

Deficiency Plan: The draft Ventura County Congestion Management Program, 1993 (CMP) states that a "Deficiency Plan" is needed if a roadway section or intersection begins to operate at Level of Service (LOS) E or experiences a 4% or greater increase in the ratio of traffic volume to capacity. There is no such location in Port Hueneme (see Table C-1, page 5).

Table C-2 on page 17 identifies each recommended improvement to the City's existing circulation system, with an order of magnitude cost proportionally attributed to existing deficiencies, growth outside the City of Port Hueneme, and growth within the City of Port Hueneme.

**Table C-2
Order of Magnitude Improvement
Cost Estimate Summary**

Improvement Location and Description	Proportional Share of Cost			Preliminary Estimate of Cost
	Existing Deficiencies	Growth Outside Port Hueneme	Growth Within Port Hueneme	
Channel Islands Blvd./Victoria Ave. EB - Add 2nd left land WB - Add through lane	0%	90%	10%	\$185,000
Channel Islands Blvd./Patterson Rd. WB - Covert right lane to through-right lane	0%	88%	12%	\$15,000
Wooley Rd./Ventura Rd. NB - Add 2nd left lane - Convert through-right lane to through lane - Add through lane - Add right lane SB - Add 2nd left land - Convert through-right lane to through lane - Add through-right lane EB - Add 2nd left lane - Convert right lane to through-right lane WB - Add 2nd left lane - Convert right lane to through-right lane - Add right lane with right turn overlap	0%	97%	3%	\$2,975,000
Channels Islands Blvd./Ventura Rd. NB - Add 3rd left lane - Convert through-right lane to through lane - Add right lane SB - Add 3rd through lane EB - Add 2nd left lane - Replace right lane with free right lane WB - Add 2nd left lane	0%	74%	26%	\$1,809,000
Sunkist Ave./Ventura Rd. NB - Convert shoulder to 3rd through lane	0%	63%	37%	\$15,000
Bard Rd./Ventura Rd. NB - Convert shoulder to 3rd through lane	0%	59%	41%	\$15,000

**Table C-2
Order of Magnitude Improvement
Cost Estimate Summary**

Improvement Location and Description	Proportional Share of Cost			Preliminary Estimate of Cost
	Existing Deficiencies	Growth Outside Port Hueneme	Growth Within Port Hueneme	
Pleasant Valley Rd./Saviers Blvd. NB - Convert through-right lane to through lane - Add right lane with right turn overlap SB - Add 2nd left lane - Convert through-right lane to through lane - Add right lane with right turn overlap EB - Convert through-right lane to through lane - Add right lane	0%	84%	16%	\$347,000
Hueneme Rd./Saviers Blvd. SB - Add left-right lane EB - Add 2nd left lane - Add through lane WB - Convert through-right lane to through lane - Add through lane - Add right lane	0%	75%	25%	\$564,000
Channel Islands Blvd. Corridor (Ventura Rd. To Victoria Ave.) WB - Widen to add 3rd through lane	0%	84%	16%	\$665,000
Ventura Rd. Corridor (Pleasant Valley Rd. To Channel Islands Blvd.) NB - Widen to add 3rd through lane	0%	64%	36%	\$864,000
TOTAL				\$7,454,000

Note: A more detailed breakdown of the preliminary estimate of cost for each recommended improvement is contained in the Appendix of the Traffic Update.



General Plan

CITY OF PORT HUENEME

GENERAL PLAN

HOUSING ELEMENT

Adopted
May 2, 2001

City of Port Hueneme
250 N. Ventura Avenue
Port Hueneme, CA 93041
(805) 488-3625

Consultants to the City:
Cotton/Bridges/Associates
747 East Green Street, Suite 300
Pasadena, California 91101-2119

#1158.00

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HOUSING ELEMENT

Introduction The Housing Element establishes City housing policies. It guides City officials in daily decision making and sets forth an action program to implement the housing goals. This Housing Element is intended to direct residential development and preservation in a manner consistent with the overall economic and social values of Port Hueneme, and to fulfill legal requirements concerning state housing law.

Purpose of the Element: The Land Use Element is concerned with housing in a location and density context while the Housing Element identifies housing programs aimed at meeting the identified housing needs of the resident population. The Port Hueneme Housing Element includes the identification of strategies and programs that focus on: 1) conserving and improving existing affordable housing; 2) providing adequate housing sites; 3) assisting in the development of affordable housing; 4) removing governmental constraints; and 5) promoting equal housing opportunities. The Housing Issues Report provides background information to the Element and is a supporting document for the Element.

Issues associated with housing in Port Hueneme include the following:

- The limited availability of land and the associated high land costs serve as significant constraints to future residential growth in Port Hueneme.
- Special needs groups in the City which experience more difficulties in obtaining affordable housing include military families, the elderly, the handicapped, female-headed families, and large families, as well as the homeless.
- Approximately 37 percent of the City's lower income households (households which earn less than 80 percent of the County median) are currently overpaying for housing.

RESEARCH PLAN 1

The research plan is a document that outlines the research project. It is a plan that describes the research project, the research objectives, the research methods, the research results, and the research conclusions. The research plan is a document that is used to guide the research project. It is a plan that describes the research project, the research objectives, the research methods, the research results, and the research conclusions. The research plan is a document that is used to guide the research project.

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- The City has a high proportion of renter-occupied housing. In 1990, 53 percent of the City's households were renter-occupied, compared to 34 percent renter-occupied units county-wide. Promotion of home ownership opportunities in the City will be important to maintaining a balanced, stable community.
- Almost half of the City's housing stock is over 30 years old -- the age at which housing typically begins to require major repairs. The housing condition survey conducted of the Neighborhood Strategy Area and Bolker Park area indicates that approximately 6 percent of the 3,000 units surveyed require rehabilitation. Maintenance and improvement of housing conditions over the long term will require ongoing maintenance of existing units, rehabilitation or replacement of substandard housing and programs to maintain neighborhood quality.

Scope and Content of Element: The Housing Element sets forth housing goals and policies for Port Hueneme. Specific housing programs that will implement these goals and policies are identified in the section entitled Housing Plan which follows the Goals and Policies. Finally, the Housing Element summarizes the City's existing and projected housing needs identified in the Housing Issues Report, providing the basis for targeting policies and programs to address these needs.

The State Legislature recognizes the role of local general plans, and particularly the housing element, in implementing Statewide housing goals to provide decent and sound housing for all persons. Furthermore, the Legislature stresses continuing efforts toward providing affordable housing for all income groups. The major concerns of the Legislature with regard to the preparation of housing elements are:

- Recognition by local governments of their responsibility in contributing to the attainment of State housing goals;
- Preparation and implementation of City and County housing elements which coordinate with State and Federal efforts in achieving State housing goals;

The first part of the paper is devoted to a review of the literature on the topic. The second part presents the results of the empirical analysis. The third part discusses the implications of the findings for policy making. The fourth part concludes the paper.

The empirical analysis is based on a sample of 1000 firms. The results show that the majority of firms are small and medium-sized enterprises. The analysis also shows that the majority of firms are in the manufacturing sector. The results also show that the majority of firms are in the private sector. The results also show that the majority of firms are in the developed countries.

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- Participation by local jurisdictions in determining efforts required to attain State housing goals; and
- Cooperation between local governments to address regional housing needs.

The State Department of Housing and Community Development sets forth specifics regarding the scope and content of housing elements prepared by cities and counties. Table H-1 summarizes State Housing Element requirements and identifies the applicable sections of the Port Hueneme Housing Element and Housing Issues Report where these requirements are addressed.

Public Participation: Section 65583 (c)(6)(B) of the Government Code states that "The local government shall make diligent effort to achieve public participation of all the economic segments of the community in the development of the housing element, and the program shall describe this effort."

Public participation played an important role in the formulation of Port Hueneme's housing goals and policies, and in the development of a Land Use Plan which determines the extent and density of future residential development in the community.

As part of this Housing Element update, the Port Hueneme City Council conducted a publicly noticed study session on December 14, 2000 on the Element to solicit public input on housing needs. Invitations were sent to the following service providers that cater to the needs of lower income households and those with special needs, requesting participation in the study session.

- Housing Authority of Port Hueneme
- Many Mansions
- Cabrillo Economic Development Corporation
- Habitat for Humanity

• The purpose of this study was to investigate the effect of the intervention on the knowledge, attitudes and practices of the study population.

• The study was conducted in a community-based setting in a rural area of the study area.

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- The study was conducted in a community-based setting in a rural area of the study area.

Copies of the draft Housing Element were also provided to Cabrillo Economic Development Corporation (CEDC) and the California Rural Legal Assistance (CRLA). A representative from CEDC and a board member of the Port Hueneme Housing Authority were present at the study session and provided comments on the Draft Element.

In addition, public hearings were held before the City Council on this Housing Element update. All notifications were published in the local newspaper in advance of each hearing, and posted in public locations. The City sent notices of the public hearings to groups representing the interest of low and moderate income residents in Port Hueneme.

Relationship to Other General Plan Elements: The City of Port Hueneme General Plan is comprised of seven elements: 1) Land Use; 2) Circulation/ Infrastructure; 3) Housing; 4) Conservation/Open Space/Environmental Resources; 5) Noise; 6) Public Safety/Facilities; and 7) Economic Development. The City recently completed a comprehensive update to its General Plan. A major purpose of the General Plan update was to achieve internal consistency among all elements. The 2000-2005 Housing Element update builds upon the goals, policies, and programs established in the General Plan.

The Housing Element identifies several nonresidential properties with potential for residential development. A program has been included to ensure that the General Plan and Zoning Ordinance be modified to maintain internal consistency among these documents should residential development be pursued on these sites.

I received the first letter from a friend who was also involved in the same kind of work as I was. It was a letter from a friend who was also involved in the same kind of work as I was. It was a letter from a friend who was also involved in the same kind of work as I was.

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**Table H-1
State Housing Element Requirements**

Required Housing Element Component	Reference
A. Housing Needs Assessment	
1. Analysis of population trends in Port Hueneme in relation to regional trends	Housing Issues Report, Section 2.0
2. Projection and quantification of Port Hueneme existing and projected housing needs for all income groups	Housing Issues Report, Section 3.4
3. Analysis and documentation of Port Hueneme characteristics including the following: affordability, overcrowding, and housing condition.	Housing Issues Report Section 3.3, 3.5, 4.3, 4.4
4. An inventory of land suitable for residential development including vacant sites and having redevelopment potential and an analysis of the relationship of zoning, public facilities and services to these sites.	Housing Element, "Housing Opportunities"
5. Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing of all income levels.	Housing Issues Report, Section 5.2
6. Analysis of existing and potential nongovernmental and market constraints upon maintenance, improvement, or development of housing for all income levels.	Housing Issues Report, Section 5.1
7. Analysis of special housing need: handicapped, elderly, large families, female-headed households, farmworkers.	Housing Issues Report, Section 3.6
8. Analysis concerning the needs of homeless individuals and families in Port Hueneme	Housing Issues Report, Section 3.6
9. Analysis of opportunities for energy conservation with respect to residential development.	Housing Element, "Housing Opportunities"
10. Analysis of assisted housing developments eligible for conversion to market rate.	Housing Issues Report, Section 4.6; Housing Element, "Housing Programs"

Required Housing Element Component	Reference
B. Goals and Policies	
1. Identification of Port Hueneme goals and policies relative to maintenance, preservation, improvement, and development of housing.	Housing Element, "Goals and Policies"
C. Implementation Program	
1. Identify adequate sites and required public services and facilities to be made available through appropriate action for a variety of housing types for all income levels.	Housing Element, "Housing Programs"
2. Program to assist development of adequate housing to meet low- and moderate-income housing needs.	"Housing Programs"
3. Address and, when appropriate and possible, remove governmental constraints to the maintenance, improvement, and development of housing.	Housing Element, "Housing Programs"
4. Conserve and improve the condition of the existing affordable housing stock in Port Hueneme.	Housing Element, "Housing Programs"
5. Promote housing opportunities for all persons.	Housing Element, "Housing Programs"
6. Preserve for lower income households assisted housing developments.	Housing Element, "Housing Programs"

Reference	Reference (continued)
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*Housing Needs
Assessment and
Market Conditions*

As part of this Housing Element Update, a separate Housing Issues Report was prepared to present detailed background information pertaining to the demographic, socioeconomic, and housing characteristics of Port Hueneme. The current and projected housing needs are also defined in the Housing Issues Report, providing direction for the development of goals, policies, and programs to address these needs in the Housing Element. The Housing Issues Report is an appendix to the Housing Element and is available for review at City Hall.

This section of the Housing Element summarizes the various housing needs for the City of Port Hueneme as identified in the Housing Issues Report. In addition, constraints that may discourage construction of new housing and opportunities that further the development of housing in the City are evaluated.

Summary of Housing Needs: Demand or need for new housing is influenced by a number of factors. The five major "needs" categories considered in this Housing Element include:

- Housing needs resulting from increased population growth, both in the City and in the surrounding region;
- Housing needs resulting from the deterioration or demolition of existing units;
- Housing needs resulting from households paying more they can afford for housing; and
- Housing needs resulting from the presence of "special needs groups" such as the elderly, persons with disabilities, large families, female-headed families, military families, farmworkers, and the homeless.
- Housing needs resulting from lower income, assisted housing at risk of conversion to market rate.

Population Growth: The California State Department of Finance, Demographic Research Unit, estimates that the population of Port Hueneme was approximately 23,478 as of

As a result of the 1992 election, Clinton's victory was a surprise to many. He had been seen as a long shot, but his campaign strategy was brilliant. He focused on the economy and the environment, which were the top concerns of voters. His message was clear: change is needed. Clinton's victory was a turning point in American history. It marked the end of the Reagan-Bush era and the beginning of a new era of progress and reform.

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January 1, 2000. This indicates an annual population growth of 1.56 percent, for an overall growth of 15.6 percent during the 1990's. However, Port Hueneme has no remaining land of sufficient size for significant residential expansion. As part of this update, potential sites to accommodate future residential development have been evaluated.

Substandard Units: The accepted age standard for major housing rehabilitation is after 30 years. In 2000, more than half of the City's housing units are over 30 years old, indicating the potential need for rehabilitation and continued maintenance of a majority of the housing stock based on age alone.

A housing condition survey was conducted in 1996 to evaluate the structural conditions of the housing stock. The survey focused on the older neighborhoods, identified as the Neighborhood Strategy Area (NSA). In addition, the Bolker Park single-family homes have also been targeted. Figure H-1 shows the housing conditions survey areas. Approximately 3,000 units were surveyed, and 176 (6 percent) were found to be in need of rehabilitation. The rehabilitation effort involves two programs – the Residential Rehabilitation Loan Program (RRLP) and the Home Maintenance Incentive Rebate Program (HMIRP).

Oftentimes, unit overcrowding can lead to housing deterioration. The Census defines overcrowded households as units with more than one person per room, excluding kitchens, bathrooms, hallways, and porches. According to the 1990 Census, 239 owner-households and 686-renter households were overcrowded, representing about 13.7 percent of all households.

Severe overcrowding is further defined as units with more than 1.5 persons per room. Over half of the overcrowded households in Port Hueneme met the severely overcrowding definition in 1990.

Overcrowding also tends to be more prevalent among renter-households than among owner-households. In Port Hueneme, only 25.8 percent of the overcrowded households in 1990 were owner-households.

January 1, 1900. The following is a list of the names of the persons who have been elected to the office of Mayor of the City of New York for the year 1900.

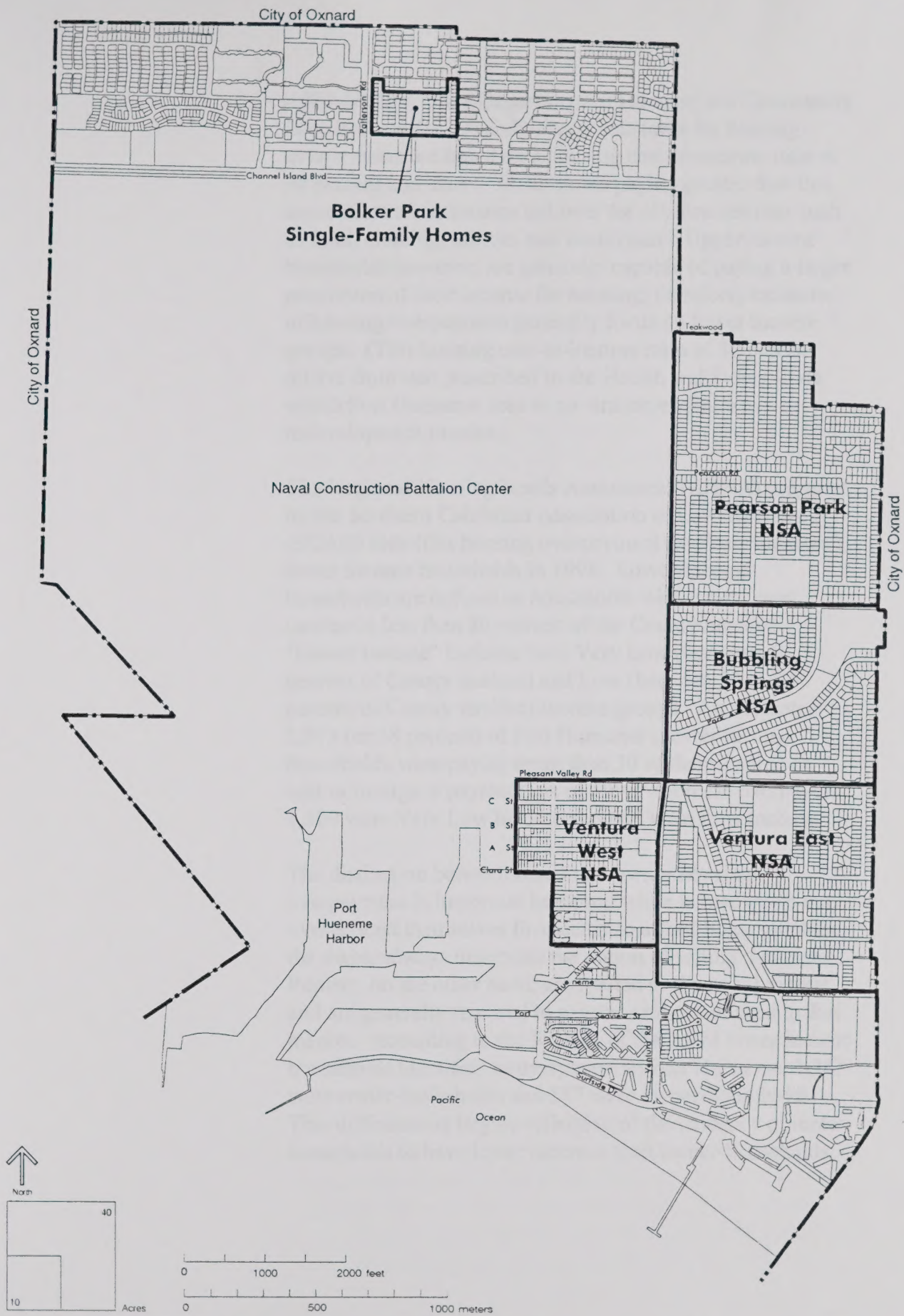
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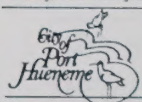
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NSA = Neighborhood Strategy Area

Figure H-1
Housing Condition Survey Areas





Architectural Drawing
Floor Plan
Scale: 1/4" = 1'-0"

Affordability: State Department of Housing and Community Development (HCD) and Federal standards for housing overpayment are based on a housing cost-to-income ratio of 30 percent and above. Households paying greater than this amount have less income left over for other necessities such as food, clothing, utilities and health care. Upper income households however, are generally capable of paying a larger proportion of their income for housing; therefore, estimates of housing overpayment generally focus on lower income groups. (This housing cost-to-income ratio of 30 percent differs from that prescribed in the Health and Safety Code which Port Hueneme uses to govern expenditure of redevelopment monies.)

The Regional Housing Needs Assessment (RHNA) prepared by the Southern California Association of Governments (SCAG) identifies housing overpayment for Port Hueneme's lower income households in 1998. Lower income households are defined as households whose total gross income is less than 80 percent of the County median. "Lower Income" includes both Very Low (less than 50 percent of County median) and Low (between 50 to 80 percent of County median) Income groups. An estimated 1,974 (or 58 percent) of Port Hueneme's lower income households were paying more than 30 of their income on rent or mortgage payments as of 1998. Of these overpayers, 1,309 were Very Low Income and 665 were Low Income.

The distinction between renter and owner housing overpayment is important because, while homeowners may over-extend themselves financially to afford home purchase, the owner always maintains the option of selling the home. Renters, on the other hand, are limited to the rental market, and are generally required to pay the rent established in that market. According to the RHNA, of the 1,974 lower income households identified as overpayers in Port Hueneme, 1,387 were renter-households and 587 were owner-households. This difference is largely reflective of the tendency of renter-households to have lower incomes than owner-households.

Special Needs Groups: Certain segments of the population may have a more difficult time finding decent, affordable housing due to their special needs. Households with special needs, as defined in the State housing element law (Government Code Sec. 65583), are the disabled, elderly, large households, families with female heads of households, farmworkers, and families and persons in need of emergency shelter. In Port Hueneme, the presence of military families also warrants special attention in relation to housing due to their lower incomes.

Elderly: The special needs of many elderly households result from their lower, fixed incomes, physical disabilities, and dependence needs. According to the 1990 Census, 1,349 or approximately 20 percent of the City's households were headed by an elderly person. Among these elderly households, 996 (74 percent) were owner-occupants and 353 (26 percent) were renters. Escalating housing costs, particularly in the rental market, severely impact housing affordability for the elderly, who are usually dependent on fixed incomes.

Port Hueneme has two assisted housing projects that are targeted toward serving the City's lower-income elderly residents - Casa Pacifica, and Mar Vista. Casa Pacifica, a 90-unit privately-owned senior housing project, was developed with financial assistance from HUD's Section 221(D)(4) program. Ten of the units are equipped with barrier-free features for disabled persons and all units receive Section 8 rent subsidies to ensure affordability. Mar Vista is a 60-unit low-income senior housing project owned by the Port Hueneme Housing Authority.

A large portion of Port Hueneme's elderly population reside within the City's older neighborhoods, where many housing units exhibit deferred maintenance and require rehabilitation. Through the City's Residential Rehabilitation Loan Program and Home Maintenance Incentive Rebate Program, deferred payment loans and grants are offered to facilitate unit upgrading, thereby improving housing conditions for the elderly and other low-income residents. Housing needs of the elderly can also be addressed through the provision of congregate housing, second units on lots with existing

homes, shared living arrangements, and other housing assistance programs.

Disabled: Physical disabilities can hinder access to housing units of conventional design as well as potentially limit the ability to earn adequate income. An estimated 9.7 percent of Port Hueneme's population have some form of work, mobility, or self-care limitations. Elderly individuals with transportation disabilities comprise an estimated 36 percent of all disabled persons in the City. Special housing needs of disabled individuals include accessibility for wheelchairs, railings, ramps, and special construction for interior living spaces.

Large Families: Large households are identified as a group with special housing needs based on the limited availability of adequately sized, affordable housing units. Large households are often of lower income and frequently reside in smaller dwelling units, and in turn resulting in overcrowding and accelerating unit deterioration.

In 1980, large households with five or more members represented 13 percent of all City households. According to the 1990 Census, the proportion of large households has increased to 15.2 percent, or 1,026 households. Most of the City's large low-income families reside in Port Hueneme's older single-family neighborhoods encompassed within the NSA boundaries.

In an effort to address the need for large family housing, all of the 73 new homes to be constructed in three upcoming redevelopment projects will have three or more bedrooms. However, all of the new homes will be constructed in the Coastal Zone on redeveloped sites which generally increases development costs due to higher land costs and costs associated with site clean-up, clearance, and relocation. As such, these units will be affordable to moderate income households.

It is not, however, a simple matter to determine the exact date of the discovery of the first human remains in the New World. The earliest remains are those of the "Old World" type, which are found in the same strata as the "New World" type. The "Old World" type is characterized by a more robust build and a more pronounced brow ridge. The "New World" type is characterized by a more gracile build and a less pronounced brow ridge. The exact date of the discovery of the first human remains in the New World is therefore a matter of some controversy.

The first human remains in the New World were discovered in 1868, in the state of Florida. They were found in a cave, and were identified as the remains of a human being. This discovery was a major breakthrough in the study of human evolution, and it led to the discovery of many other human remains in the New World.

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In an effort to determine the exact date of the discovery of the first human remains in the New World, many researchers have conducted extensive research. They have found that the first human remains in the New World were discovered in 1868, in the state of Florida. They were found in a cave, and were identified as the remains of a human being. This discovery was a major breakthrough in the study of human evolution, and it led to the discovery of many other human remains in the New World.

Female-Headed Family Households: Female-headed households tend to have low incomes, thus limiting housing opportunities for this group. In 1990, an estimated 62 percent (558) of the City's female-headed families had dependent children under 18 years of age. Thus, providing housing opportunities for female-headed families relates both to housing affordability as well as services for the care of children.

Military Families: Recent realignment of the Naval Construction Battalion Center (NCBC) has reduced the military personnel on base. The Office of Public Affairs at the NCBC Port Hueneme reports that at present, approximately 3,940 military personnel are assigned to the base. At any given time, approximately 1,200 of those are on deployment outside of the area.

The presence of these military families has a significant impact on the local housing market due to their generally low income. On site, the NCBC provides 1,720 barrack slots for single enlisted personnel and officers and 800 housing units for military personnel with families. The 800 family units consist of two-, three-, and four-bedroom units. The Navy estimated that the 800 family housing units provide approximately 25 percent of the family housing units needed. The NCBC Housing Office maintains a waiting list for all on-base family housing. The wait ranges from four to eight months for two-bedroom units, eight to ten months for three-bedroom units, and one year or more for four-bedroom units.

The majority of the military families that do not receive accommodation at the base must seek housing in the vicinity of the base. The presence of military families has contributed to the tight housing market in Port Hueneme. No new military family housing is planned for NCBC.

Farm Workers: Farm workers are defined as persons making their living through seasonal agricultural work and who move with the seasons to different farming areas or communities. The special housing needs of many farm workers arise from their low wages and insecure nature of their employment.

The 1990 Census indicated that approximately 465 Port Hueneme residents were employed in the agriculture, forestry, and fisheries industries, slightly over two percent of the total population. The State EDD estimates that farm labor in Port Hueneme was only 184 in 1998. However, this estimate by EDD also includes gardeners and landscapers. The majority of the farm workers in Port Hueneme are permanent farm workers. According to the National Agricultural Statistical Services, typically 10 percent of all farm labor is comprised of migrant farm workers. This estimate is consistent with the EDD Agricultural Studies that state the citrus and vegetable labors in Ventura County tend to be settled in the community and find work there through much of the year (EDD, Agricultural Studies 92-2). Therefore, the number of migrant farm workers in Port Hueneme can be estimated at just under 20.

In other communities with a large migrant farm labor, motels that offer extended stay are often used by migrant farm workers as temporary housing. To research the extent of motel use by migrant farm workers in Port Hueneme, the City interviewed three motels that are likely to be used for that purpose (interview conducted in February 2001). Only one motel indicated that on average, three rooms are used by migrant farm workers during three months of a year. The other two motels indicated that they are unaware of their motels being used by farm workers.

Given the limited number of farm workers in the City and the even smaller number of migrant farm workers, special housing needs associated with farm workers in Port Hueneme are insignificant compared to other special needs groups. Housing needs for permanent farm workers can generally be addressed by overall programs for housing affordability, such as the City's public housing and Section 8 rental assistance program. In addition, a developer is pursuing the rehabilitation or redevelopment of a 74-room motel from commercial use to housing affordable to lower income households. Any affordable housing efforts targeted toward to lower income households will help address housing issues faced by permanent farm workers.

Port Hueneme has no land designated for agricultural uses and no agricultural production operates in the City. Also, the City is primarily built out with little remaining land that is vacant or can be redeveloped. As such, development of group housing for the small number of migrant farm workers is not an appropriate or feasible housing option in the City. However, as part of the City's overall revitalization and improvement efforts, the City provides CDBG or redevelopment funds to assist in the upgrading of motels in the City.

Homeless: Factors contributing to homelessness include the general lack of housing affordable to lower and moderate income persons, increases in the number of persons with incomes falling below the poverty level, reductions in public subsidy to the poor, and de-institutionalization of the mentally ill.

While the 1990 Census indicates that there are no homeless persons visible in street locations within Port Hueneme, this estimate under-represents the homeless situation in the City. While homelessness is not apparent in the city because most services for the homeless are located in other jurisdictions, the Ventura County Human Services Agency reported approximately 70 homeless individuals from Port Hueneme were served in 1998-99 under its Homeless Services Program.

The City has no emergency shelters within its jurisdiction, however, transitional housing facilities are allowed in its residential zones subject to a CUP. The City provides funding support to a variety of homeless service agencies located in the more urban portions of the County. Currently, the only supportive services available within the city limits are outpatient counseling services, which are offered at the Ventura County Mental Health Agency.

As part of its obligation under the Base Closure Community Redevelopment and Homeless Assistance Act of 1994, the City of Port Hueneme adopted a Homeless Strategy in its NCEL Community Reuse Plan which received required approval by the U.S. Department of Housing and Urban Development. Based upon this strategy, the City, acting by

and through the Port Hueneme Surplus Property Authority, entered into agreement with Lutheran Social Services of Southern California, in collaboration and on behalf of Catholic Charities of Ventura County, Interface Children Family Services, and Khepera House of Ventura whereby upon closure of the NCEL and for a period of 30 years thereafter, this collaboration of homeless service providers shall be entitled to a credit of \$26,521 per year ("homeless setaside"). The Homeless Setaside accrues annually for said 30-year term as debt against the NCEL unless other credits, if any, until paid in full by the City. Under this agreement, the homeless setaside is dedicated to help fund new or existing programs in the county that provide food, shelter and/or support services by an eligible organization, such as terms are defined in the federal McKinney Act.

Port Hueneme has traditionally set aside CDBG funds for activities related to fair housing, affordable housing, and homeless activities. City staff has indicated that some CDBG funds have been allocated for the development of Casa Pacifica, a new County-wide homeless shelter for abused children. In addition, the City has funded, using CDBG funds, the Homeless Services Program to provide case work and referral services for the program. The Homeless Services program is administered by the County Public Social Services Agency. Port Hueneme has also utilized CDBG funds to assist the Emergency Shelter for the Homeless Mentally-Ill program and winter warming shelter. These programs provide overnight shelter or vouchers for hotel/motel accommodations and food for mentally-ill homeless persons.

Summary of Units at Risk: Housing Element Law requires jurisdictions to evaluate the potential for rent restricted low-income housing units to convert to non-low income housing. The Port Hueneme Housing Issues Report contains a detailed analysis of potential conversions. The following discussion is a summary of the Report's findings.

Casa Pacifica is a low-income senior housing development with 90 one-bedroom units. Ten of the units are designed for households with at least one physically handicapped person. The project was assisted under HUD Section

221(D)(4) program and has a project-based Section 8 contract with the Port Hueneme Housing Authority. The Section 8 contract for Casa Pacifica expired on October 13, 2000.

Financed by HUD's Section 221(D)(4) market rate program, Casa Pacifica has no underlying low-income use restrictions. The affordability control for Casa Pacifica is governed by the Section 8 contract. The owner of Casa Pacifica has expressed to the Housing Authority their full intent to maintain the project as housing affordable to seniors. The property owner has filed an application to HUD to renew the Section 8 contract. However, HUD has not yet processed the application. In the meantime, a three-month Section 8 contract was provided to Casa Pacifica to maintain the Section 8 rents through January 2001. Should the Section 8 contract negotiation between HUD and the property owner be unsuccessful, the affordability of Casa Pacifica would be jeopardized.

Housing Constraints: Actual or potential constraints on the provision and cost of housing affect the development of new housing and the maintenance of existing units for all income levels. Market and governmental constraints to housing development in Port Hueneme are discussed below.

Market Constraints: High construction costs, labor costs, land costs, and market financing constraints all contribute to increases in housing costs.

Construction and Labor Costs: The single largest cost associated with building a new house is building materials, comprising 40 to 50 percent of the sales price. As of April 2000, construction costs for wood frame, single-family homes of average to good quality range from \$63 to \$86 per square foot; costs for custom homes and units with extra amenities run higher. Costs for wood frame, multi-family construction average \$60 per square foot, exclusive of parking. The cost of building materials is generally consistent throughout the region.

Labor cost represents another significant component in building a house, constituting an estimated 20 percent of the cost of building a single-family dwelling.

A reduction in amenities and quality of building materials (above a minimum acceptability for health, safety, and adequate performance) could result in lower sales prices. Additionally, pre-fabricated, factory built housing may provide for lower priced housing by reducing construction and labor costs. An additional factor related to construction costs is the number of units built at the same time. As the number of units developed increases, construction costs over the entire development are generally reduced based on economies of scale. This reduction in costs is of particular benefit when density bonuses are utilized for the provision of affordable housing.

Land: Limited availability of land is a major constraint with regard to residential development in Port Hueneme. Future residential growth in the City will most likely occur in the redevelopment area which encompasses approximately one-third of the City's total area. City staff have identified 15 sites that are currently vacant, underutilized, or under construction. Four of the 15 sites have been approved for development or are currently under construction; a total of 77 units can be achieved on these four sites. The income target of potential buyers for these 77 units is moderate income households.

Appraisal reviews performed in 1998 on several vacant residential properties indicate that multi-family (R-2) land in Port Hueneme is priced between \$15 and \$17 per square foot. Multi-family (R-3) land is priced between \$17 and \$19 per square foot. Because of the scarcity of single-family (R-1) lots available for residential development, land cost data for R-1 lots are difficult to obtain. According to local developers, single-family residential land in Port Hueneme is valued at approximately \$20 to \$22 per square foot. An appraisal report was commissioned by the City to evaluate the market value and development feasibility on several properties zoned for multi-family (R-2) development. The report indicates that these properties can only accommodate

1. The first part of the report is a general introduction to the subject of the study. It is followed by a brief review of the literature on the subject.

2. The second part of the report is a description of the methods used in the study. This includes a description of the subjects, the materials, and the procedures used.

3. The third part of the report is a presentation of the results of the study. This includes a description of the data and a discussion of the findings.

4. The fourth part of the report is a conclusion and a discussion of the implications of the study. This includes a summary of the findings and a discussion of the limitations of the study.

single-family construction due to their small lot sizes and are valued at approximately \$14 per square foot.

An important point regarding land costs in Port Hueneme is that the majority of future residential development will occur on underutilized properties with existing structures/improvements which must be removed. Presence of these structures/improvements can add substantial costs to property acquisition, site clearance and potentially clean up. Such added land costs will often necessitate small-lot single-family and multi-family densities to make a project financially feasible.

Financing: Interest rates have a substantial impact on housing costs which is felt by renters, purchasers and developers. An additional obstacle for the first-time home buyer continues to be the 10 to 20 percent downpayment required by most lending institutions.

Interest rates are determined by national policies and economic conditions, and there is little that local governments can do to affect these rates. Jurisdictions can, however, offer interest rate write-downs to extend home purchase opportunities to lower income households. In addition, government insured loan programs may be available to reduce mortgage downpayment requirements.

Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose not only the number, amount, and location (by census tract) of mortgage and rehabilitation loans originated, but also the income, gender and race of the applicants.

A total of 227 conventional home mortgage loans were made to households in Port Hueneme by lenders in 1998 (as illustrated in Table H-2). The majority of these loans were issued to homeowners in Census Tracts 43.02 and 44.00, while fewer loans were made in Census Tracts 42.00. (Census Tract 43.01 consists of the NCBC where housing is not for sale.) Overall, conventional home purchase loan origination rate was 69 percent.

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The availability of conventional home improvement loans is much more limited compared to home purchase financing. In 1998, only 57 households applied for home improvement loans, of which 44 percent were originated. Census Tract 43.02 located north of Channel Islands Boulevard, had 122 home purchase and 10 home improvement loans originated. Census Tract 44.00 also received a number of loan approvals (74 home purchase and 6 home improvement). Census Tract 42.00 received 31 home purchase and 9 home improvement loan approvals in 1998.

Table H-2
Loan Applications by Census Tract
City of Port Hueneme

Census Tract	Owner-occupied Units in 1990	Conventional Home Purchase Loans			Conventional Home Improvement Loans		
		Total Appl'ns	Originated # (%)	Denied # (%)	Total Appl'ns	Originated # (%)	Denied # (%)
42.00	1,009	50	31 (62%)	7 (14%)	26	9 (35%)	10 (38%)
43.02	1,382	169	122 (72%)	15 (9%)	14	10 (71%)	3 (21%)
44.00	771	108	74 (69%)	16 (15%)	17	6 (35%)	8 (47%)
Total	3,162	327	227 (69%)	38 (12%)	57	25 (44%)	21(37%)
Census Tract	Owner-occupied Units in 1990	Government-Backed Home Purchase Loans			Government-Backed Home Improvement Loans		
		Total Appl'ns	Originated # (%)	Denied # (%)	Total Appl'ns	Originated # (%)	Denied # (%)
42.00	1,009	32	28 (88%)	2 (6%)	6	1 (17%)	4 (67%)
43.02	1,382	33	26 (79%)	4 (12%)	4	2 (50%)	0 (0%)
44.00	771	45	33 (73%)	4 (9%)	3	2 (67%)	0 (0%)
Total	3,162	110	87 (79%)	10 (9%)	13	5 (38%)	4 (31%)

Note: An originated loan is one approved by the lender and accepted by the applicant.

Source: Home Mortgage Disclosure Act, December 1998.

Government-backed financing, such as the FHA- and FmHA-insured and VA-guaranteed loans, is a significant source of mortgage lending in Port Hueneme. As shown in Table H-2, 87 government-backed home purchase loans were originated in 1998, representing 28 percent of all home purchase loans originated in Port Hueneme that year.

The first part of the report is a general introduction to the project. It describes the purpose of the study, the objectives, and the scope of the work. The second part of the report is a detailed description of the methodology used in the study. This includes a discussion of the data sources, the data collection methods, and the data analysis techniques. The third part of the report is a presentation of the results of the study. This includes a discussion of the findings, the conclusions, and the implications of the study. The fourth part of the report is a discussion of the limitations of the study and suggestions for future research.

Table 1
Summary of the data collected for the study

Variable	Mean	Standard Deviation	Minimum	Maximum
Age	35.2	12.5	18	65
Gender	50.0	0.0	0	100
Education	12.5	1.5	9	16
Income	45000	15000	20000	80000
Marital Status	60.0	0.0	0	100
Occupation	3.5	1.0	1	5
Health Status	75.0	10.0	50	100
Life Satisfaction	65.0	15.0	30	100
Stress Level	40.0	10.0	20	60
Depression Score	15.0	5.0	5	30
Loneliness Score	20.0	8.0	10	30
Quality of Life Score	70.0	10.0	50	90

The results of the study show that there is a significant positive correlation between life satisfaction and income. This suggests that higher income is associated with higher life satisfaction. However, the correlation is not perfect, indicating that other factors also influence life satisfaction. The study also found that there is a significant positive correlation between life satisfaction and health status. This suggests that better health is associated with higher life satisfaction. The study also found that there is a significant positive correlation between life satisfaction and life expectancy. This suggests that higher life satisfaction is associated with longer life expectancy. The study also found that there is a significant positive correlation between life satisfaction and quality of life. This suggests that higher life satisfaction is associated with higher quality of life. The study also found that there is a significant positive correlation between life satisfaction and stress level. This suggests that higher life satisfaction is associated with lower stress levels. The study also found that there is a significant positive correlation between life satisfaction and depression score. This suggests that higher life satisfaction is associated with lower depression scores. The study also found that there is a significant positive correlation between life satisfaction and loneliness score. This suggests that higher life satisfaction is associated with lower loneliness scores. The study also found that there is a significant positive correlation between life satisfaction and quality of life score. This suggests that higher life satisfaction is associated with higher quality of life scores.

Condominiums and townhomes offer the most affordable homeownership opportunities in the City for lower and moderate income households. However, many low and moderate income homebuyers are unable to take advantage of the FHA financing because of the low owner-occupancy ratio at condominium and townhome developments. Typically, FHA financing requires that the development to have an owner-occupancy rate of 60 to 70 percent but many such units in the City are renter-occupied.

Profit, Marketing and Overhead: Developer profits generally comprise 10 to 15 percent of the selling price of single-family homes and slightly lower for condominiums. However, in communities like Port Hueneme where the market demand for housing is high in comparison to the available housing supply, developers are able to command higher prices and realize greater margins of profit.

Governmental Constraints: Housing affordability is affected by factors in both the private and public sectors. Actions by the City can have an impact on the price and availability of housing in the City. Land use controls, site improvements requirements, building codes, fees and other local programs intended to improve the overall quality of housing may serve as a constraint to housing development.

Land Use Controls: Government agencies, including the Coastal Commission, may place administrative constraints on growth through the adoption and implementation of land use plans and ordinances. The General Plan may restrict growth if only limited areas are set aside for residential land uses, and if higher residential densities are not accommodated. The zoning ordinance may impose further restrictions if development standards are too rigid, or if zoning designations do not conform with existing land uses.

The Port Hueneme Zoning Ordinance provides for a mix of housing densities ranging from:

- Single-Family Residential (R-1) - 0-7 units/acre
- Limited Multi-Family Residential (R-2) - 7-15 units/acre

The first thing I noticed when I stepped out of the car was the smell of fresh air. It was a relief after being stuck in traffic for so long. I looked around and saw a few people walking towards the building. I felt a bit nervous, but I knew I had to do this. I took a deep breath and walked towards the entrance. The door was open, and I saw a receptionist sitting at a desk. I walked up to her and said, "Hi, I'm here for the interview." She smiled and said, "Welcome. Please follow me." I followed her down a hallway and into a room. I saw a man sitting at a desk, and he looked up at me. He said, "Hi, I'm Mr. Smith. Please sit down." I sat down in the chair he pointed to. He looked at me for a moment and then said, "We're glad you're here. Let's get started with the interview." I nodded and he began to ask me questions. I answered them as best I could, and he took notes. After about 15 minutes, he stopped and said, "Thank you for your time. We'll be in touch with you soon." I stood up and said, "Thank you very much. Goodbye." He smiled and said, "Goodbye." I walked out of the room and back to the car. I felt a bit better now that I had finished the interview.

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- Multi-Family Residential (R-3) - 16-25 units/acre
- Mixed Use - 15-25 units/acre

For mixed use project, residential development in the same commercial structure yield even higher effective densities and an associated reduction in development costs. Mixed use parcels in Port Hueneme are all located along Pleasant Valley Road where land prices are well below those in adjacent areas. Additional densities can be achieved through density bonuses for the provision of affordable units.

The Port Hueneme Zoning Ordinance has established a residential parking requirement of a two-car enclosed garage per single-family or two-family dwelling unit. For multiple-family dwellings, one and one-half parking spaces are required for each one-bedroom unit, and two spaces are required for each unit with two or more bedrooms. Apartments must have at least one covered space; parking for townhomes and condos must have both spaces contained within an enclosed garage. The City has adopted a minimum open space requirement of 20 percent of net site area for multi-family residential development within the "Planned Development" Overlay Zone. The Planned Development Overlay Zone (PDO) applies only to lots more than 20,000 square feet within the Coastal Zone. The PDO Zone is used to facilitate housing development through allowance for flexible development standards. There are no growth control measures in place in Port Hueneme, or are any anticipated in the future.

Fees and Improvements: Various fees and assessments are charged by the City and other agencies to cover costs of processing permits and providing services and facilities, such as utilities, schools and infrastructure. Almost all of these fees are assessed through a pro rata share system, based on the magnitude of the project's impact or the extent of the benefit that will be derived.

Often, development within the coastal zone is subject to an in-lieu fee imposed by the City as an alternative to constructing low and moderate income housing in or within three miles of the coastal zone. The in-lieu fee, currently range from \$3,000 to \$5,000 per unit, is deposited to the

The first step in the process of developing a business plan is to conduct a market analysis. This involves researching the industry, identifying potential customers, and understanding the competitive landscape. The second step is to develop a marketing strategy, which outlines how the business will reach its target market and promote its products or services. The third step is to create a financial plan, which details the business's expected revenue, expenses, and profitability over a period of time.

The fourth step is to develop a management team, which is responsible for implementing the business plan. The fifth step is to secure financing, which may involve seeking investment from venture capitalists or banks. The sixth step is to launch the business and monitor its performance. The seventh step is to evaluate the business plan and make adjustments as needed. The eighth step is to expand the business into new markets or develop new products. The ninth step is to exit the business, which may involve selling the company or going public. The tenth step is to reflect on the experience and learn from it.

The final step in the process of developing a business plan is to review the plan and make any necessary adjustments. This is an ongoing process, as the business plan is a living document that should be updated as the business evolves. The business plan is a critical tool for any entrepreneur, as it provides a clear roadmap for the business's future and helps to attract investment and secure financing.

Once the business plan is complete, the entrepreneur can begin to implement it. This involves setting up the business, hiring employees, and launching marketing campaigns. The entrepreneur should monitor the business's performance closely and make adjustments as needed. The business plan is a key document for the entrepreneur, as it provides a clear vision of the business's future and helps to guide decision-making.

City's Housing Rehabilitation Trust Fund to help preserve the existing affordable housing. In some instances, the City may require a combination of the in-lieu fee and affordable housing construction as a condition of project approval.

The City offers a reduced development fee schedule and modified development standards for affordable housing developments under the density bonus program.

Building Codes and Enforcement: The City is subject to the State Uniform Building Code (UBC) which establishes minimum construction standards as applied to all residential buildings. The City's building code is considered to be the minimum necessary to protect the public health, safety and welfare, and the local enforcement of this code does not unduly constrain the development of housing. The City has not adopted a fire sprinkler ordinance for residential development.

Local Processing and Permit Procedures: The evaluation and review process required by City procedures contributes to the cost of housing in that holding costs incurred by developers are ultimately manifested in the unit's selling price.

Unlike most jurisdictions, Port Hueneme's City Council acts as its Planning Commission. This situation results in a relatively short review time for projects requiring discretionary approval, including most residential projects except individual single-family residences.

The Development Review Committee consists of the Director of Community Development, Director of Public Works, and Chief of Police, or their designated representatives. Prior to formal application being made for development permits, project applicants have the option of going through a pre-application process with the Development Review Committee. The purpose of this optional procedure is threefold:

- To avoid preparation and the filing of applications for projects which are clearly inappropriate

- To reduce problems and time delays which may otherwise be encountered during processing of formal applications
- To incorporate environmental considerations early in the development review process

The Review Committee convenes within 14 days of receipt of the pre-application, and results of project evaluation must be conveyed to project applicants within 21 days of the date of filing. If the project requires discretionary action, a public hearing before the City Council will be scheduled not earlier than 30 days from the project filing date nor later than 30 days from the expiration date of public review periods. Residential development within the Coastal Zone that appeal the City's discretionary decisions are subject to review procedures by the Coastal Commission.

Housing Opportunities: This section of the Housing Element evaluates potential residential development in Port Hueneme. Opportunities for energy conservation with respect to residential development are also discussed.

Availability of Sites for Housing: The City is almost completely built out. Evaluation of sites available for future development focuses on key development sites in the community that are currently vacant or underutilized and are candidate sites for development. All of these sites are within Redevelopment Project Areas and are identified in Table H-3 and Figure H-2.

As shown in Table H-3, several sites are not currently designated for residential uses. These include Sites C, E, M, and N. Amendments to the Local Coastal and General Plan Land Use Policy, as well as Zoning will be necessary to allow for development of housing on Sites M and N. Amendments to the General Plan Land Use Policy may be necessary to allow for development of housing on Sites C and E.

• The first step in the process of developing a business plan is to conduct a market analysis. This involves researching the industry, identifying potential customers, and understanding the competitive landscape.

• The second step is to develop a business model. This involves determining how the business will generate revenue and how it will manage its costs.

The third step is to create a financial plan. This involves projecting the business's financial performance over a period of time, typically three to five years. This includes estimating revenue, expenses, and profit. The financial plan is a critical component of the business plan, as it provides a clear picture of the business's financial health and its ability to sustain itself over time.

Finally, the fourth step is to write the business plan. This involves putting all the information gathered in the previous steps into a coherent and professional document. The business plan should be clear, concise, and easy to understand, and it should provide a comprehensive overview of the business and its future prospects.

Once the business plan is complete, the next step is to use it to secure financing. This involves presenting the plan to potential investors or lenders, who will evaluate the business's viability and decide whether to provide funding. The business plan is a key tool in this process, as it provides the information needed to make an informed decision about the business's potential.

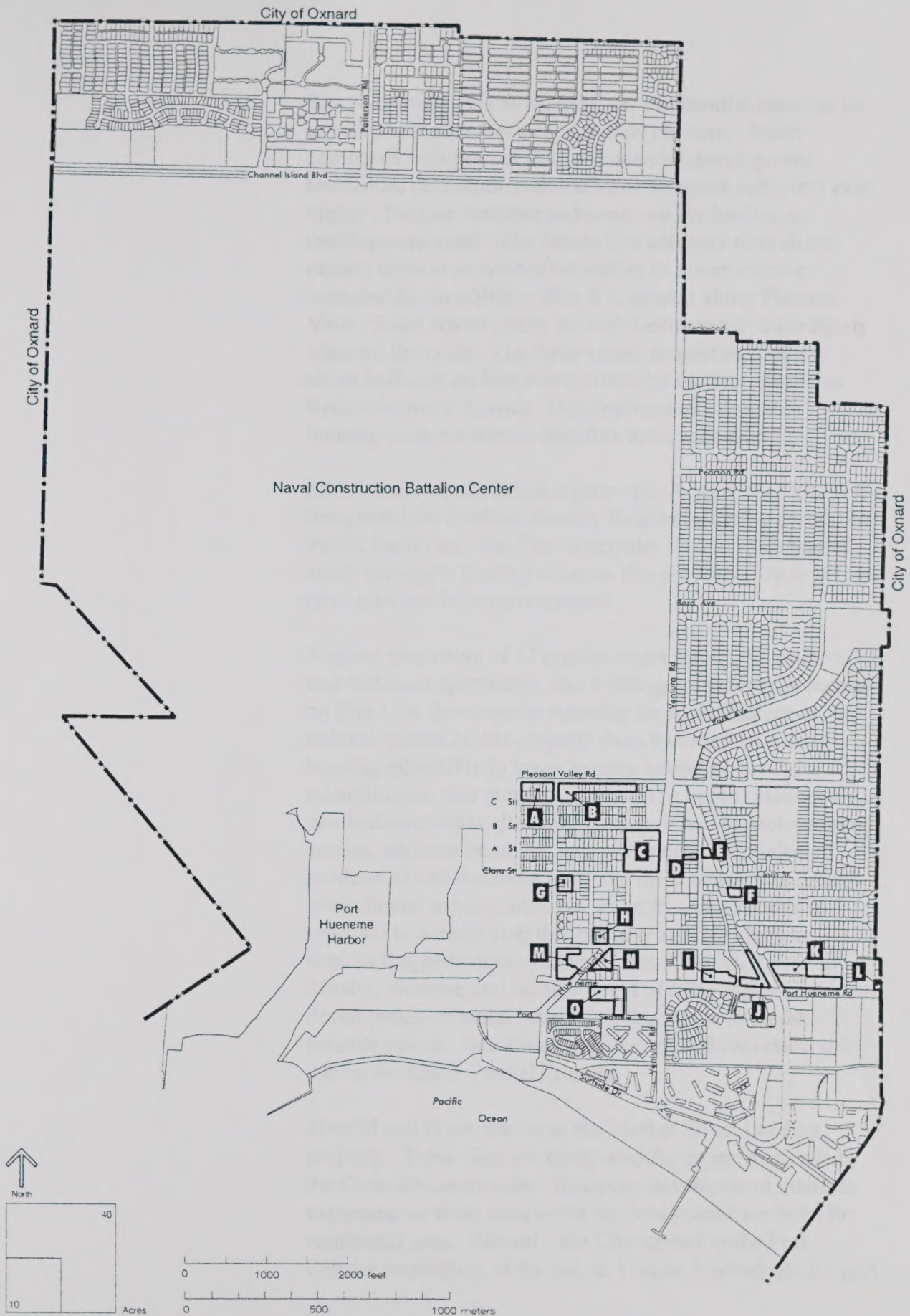
Finally, once the business is up and running, the business plan should be used as a guide to monitor progress and make adjustments as needed. The business plan is a living document, and it should be updated regularly to reflect changes in the market and the business's performance. By following these steps, entrepreneurs can develop a comprehensive business plan that provides a clear roadmap for their business's future success.

**Table H-3
Residential Sites Inventory**

Site	Site Area (acres)	Existing Use	Existing General Plan	Potential Units (Net Increase)	Affordability Level
Remaining Target Development Sites					
A	2.16	Residential, Commercial	Mixed Use	21	Very Low and Low
C	5.65	Vacant Hospital Property	Low Density, Medium Density and Public Facilities	49	Moderate
D	0.25	Vacant	Medium Density Res.	4	Moderate
E	0.20	Vacant	Public Facilities	3	Moderate
F	0.46	Vacant	Low Density Res.	5	Moderate
H	0.97	Residential	Medium Density Res.	2	Moderate
I	1.47	Residential, Vacant	Medium Density Res.	24	Moderate
J	1.88	Motel	Medium Density Res.	45 - 47	Very Low and Low
K	4.32	Vacant, Residential, Commercial	Medium Density Res.	71	Moderate
M	1.94	Vacant	Commercial	29	Moderate
N	0.94	Residential, Commercial	Commercial	18	Moderate
Total	20.23			271 - 273	
Projects Approved or Under Construction					
Site No.	Site Area (acres)	Proposed Use		Potential Units (Net Increase)	Affordability Level
B	2.74	Small-Lot Single-Family Homes		33	Moderate
G	0.92	Small-Lot Single-Family Homes		10	Moderate
L	0.25	Townhomes		4	Moderate
O	1.50	Small-Lot Single-Family Homes		30	Moderate
Total	5.41			77	
Total	25.64			348 - 350	

Table 1-1
 Projected 2000 Inventory

Item	Quantity	Unit	Value	Category	Notes
1	100	Box	100.00	Food	Apples
2	50	Box	50.00	Food	Bananas
3	20	Box	20.00	Food	Oranges
4	10	Box	10.00	Food	Pears
5	5	Box	5.00	Food	Plums
6	3	Box	3.00	Food	Quinces
7	2	Box	2.00	Food	Raspberries
8	1	Box	1.00	Food	Strawberries
9	1	Box	1.00	Food	Blackberries
10	1	Box	1.00	Food	Blueberries
11	1	Box	1.00	Food	Cranberries
12	1	Box	1.00	Food	Elderberries
13	1	Box	1.00	Food	Grapes
14	1	Box	1.00	Food	Kiwifruit
15	1	Box	1.00	Food	Lemon
16	1	Box	1.00	Food	Lime
17	1	Box	1.00	Food	Mango
18	1	Box	1.00	Food	Papaya
19	1	Box	1.00	Food	Pineapple
20	1	Box	1.00	Food	Starfruit
21	1	Box	1.00	Food	Jackfruit
22	1	Box	1.00	Food	Guava
23	1	Box	1.00	Food	Passionfruit
24	1	Box	1.00	Food	Yuzu
25	1	Box	1.00	Food	Shadblow
26	1	Box	1.00	Food	Amelanchier
27	1	Box	1.00	Food	Serviceberry
28	1	Box	1.00	Food	Spineflower
29	1	Box	1.00	Food	Doyle
30	1	Box	1.00	Food	Other
31	1	Box	1.00	Food	Other
32	1	Box	1.00	Food	Other
33	1	Box	1.00	Food	Other
34	1	Box	1.00	Food	Other
35	1	Box	1.00	Food	Other
36	1	Box	1.00	Food	Other
37	1	Box	1.00	Food	Other
38	1	Box	1.00	Food	Other
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41	1	Box	1.00	Food	Other
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89	1	Box	1.00	Food	Other
90	1	Box	1.00	Food	Other
91	1	Box	1.00	Food	Other
92	1	Box	1.00	Food	Other
93	1	Box	1.00	Food	Other
94	1	Box	1.00	Food	Other
95	1	Box	1.00	Food	Other
96	1	Box	1.00	Food	Other
97	1	Box	1.00	Food	Other
98	1	Box	1.00	Food	Other
99	1	Box	1.00	Food	Other
100	1	Box	1.00	Food	Other



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City of Port Hueneme
HOUSING ELEMENT

Figure H-2
Future Residential Development Sites



1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

Site A is designated as Mixed Use. Residential uses can be developed at densities up to 25 units per acre. When combined with ground floor commercial development, residential development in the same structure will yield even higher effective densities and associated reduction in development costs. The Mixed Use category thus allows market units to provide affordability to lower income households. In addition, Site A is located along Pleasant Valley Road where prices are well below those immediately adjacent the coast. The three vacant properties totaling about half acre on Site A are owned by the Port Hueneme Redevelopment Agency. Development of affordable housing on these sites is therefore most probable.

Site C is the vacant hospital property. A portion of Site C is designated for Medium Density Residential and a portion for Public Facilities. The City anticipates the development of small-lot single-family homes on this property. Up to 49 net new units can be accommodated.

A motel consisting of 32 regular motel rooms, 13 studios, 29 one-bedroom apartments, and 8 cottages, is currently located on Site J. A developer is pursuing the rehabilitation or redevelopment of this property from commercial use to housing affordable to lower income households. Upon rehabilitation, this property can result in approximately 45 one-bedroom units. Reconfiguration of the 74 motel rooms, studios, and one-bedroom apartments can potentially produce 37 one-bedroom units and the 8 cottages will be rehabilitated to yield a total of 45 units. An alternative proposal is to redevelop this property at High Density Residential, potentially yielding up to 47 units. Given the density, location, and income target of this proposal, development of rental housing on this site is the most feasible option. Site J is already designated for residential use on the Local Coastal Program.

Sites M and N are known as the Market Street Landing property. These sites are designated for commercial use by the Coastal Commission. However, development interests expressed on these sites in the last few years have been for residential uses. Recently, the City agreed to the Port District acquisition of the vacant 14-acre Sunkist site for port

expansion. As part of this agreement, the Port District is given the first option to purchase and develop the Market Street Landing property. If the District is unsuccessful in bringing commercial development to the property by October 1, 2003, the City may pursue a land use and zoning amendment that would allow residential development without Port District opposition. Up to 47 new units can be accommodated.

Because Port Hueneme is an urbanized community, facilities are available to facilitate development throughout Port Hueneme. All of the sites identified in Table H-3 are served by sewer lines, water lines, storm drains, streets, telephones, electrical and gas lines.

Projects Approved or Under Construction: Residential development projects have already been approved or under construction for Sites B, G, L, O. A total of 73 small-lot single-family homes and 4 townhomes will be constructed on these sites. Prices for these new units will range from \$200,000 to \$250,000, affordable to most moderate income households. According to the updated price limit based on the HUD 2000 income limits, a three-bedroom housing unit affordable to four-person moderate income households cannot exceed \$263,000.

Residential Development Potential Compared to Port Hueneme's Regional Housing Needs: As indicated in Table H-4, the SCAG Regional Housing Needs Assessment (RHNA) has identified a future housing need for Port Hueneme of 254 dwelling units to be developed during the 1998-2005 period. Combining the residential development potential on vacant and underutilized parcels, and units that are approved or under construction, an estimated 348 to 350 additional dwelling units can be accommodated in the City.

In terms of fulfilling the City's need for 63 lower income units (40 very low, 23 low), development of mixed use residential on Site A and rehabilitation or redevelopment of Site J can achieve up to 68 lower income units.

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Table H-4
Comparison of Site Inventory with Regional Housing Needs

Income Category	Potential Residential Development	RHNA 1/1/1998 - 6/30/2005
Very Low Income	66 - 68	40
Low Income		23
Moderate Income	282	45
Upper Income	---	146
TOTAL	348 - 350	254

Opportunities for Energy Conservation: Energy conservation is an important issue throughout Southern California. Implementing methods for increased energy efficiency for residential projects reduces utility costs while also conserving natural resources. Title 24 of the California Administrative Code sets forth mandatory energy standards for new development, and requires the adoption of an "energy budget".

The following are among the alternative ways to meet these energy standards:

Alternative 1: The passive solar approach which requires proper solar orientation, appropriate levels of thermal mass, south facing slopes, and moderate insulation levels.

Alternative 2: Generally requires higher levels of insulation than Alternative 1, but has no thermal mass or window orientation requirements.

Alternative 3: Also is without passive solar design but requires active solar water heating in exchange for less stringent insulation and/or glazing requirements.

In turn, the home building industry must comply with these standards while localities are responsible for enforcing the energy conservation regulations. Some additional opportunities for energy conservation include various passive design techniques. Among the range of techniques

Inventory of 2019 Inventory with Chemical Analysis

Inventory Category	Inventory Description	Inventory Quantity
Chemical Analysis	Chemical Analysis	10
Chemical Analysis	Chemical Analysis	10
Chemical Analysis	Chemical Analysis	10
Chemical Analysis	Chemical Analysis	10
Chemical Analysis	Chemical Analysis	10
Chemical Analysis	Chemical Analysis	10
Chemical Analysis	Chemical Analysis	10
Chemical Analysis	Chemical Analysis	10
Chemical Analysis	Chemical Analysis	10
Chemical Analysis	Chemical Analysis	10

The following table shows the results of the chemical analysis of the inventory. The results are presented in a table with three columns: Inventory Category, Inventory Description, and Inventory Quantity. The results are presented in a table with three columns: Inventory Category, Inventory Description, and Inventory Quantity. The results are presented in a table with three columns: Inventory Category, Inventory Description, and Inventory Quantity.

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that could be used for purposes of reducing energy consumption are the following:

- Locating the structure on the northern portion of the sunniest portion of the site;
- Designing the structure to admit the maximum amount of sunlight into the building and to reduce exposure to extreme weather conditions;
- Locating indoor areas of maximum usage along the south face of the building and placing corridors, closets, laundry rooms, power core, and garages along the north face;
- Making the main entrance a small enclosed space that creates an air lock between the building and its exterior; orienting the entrance away from prevailing winds; or using a windbreak to reduce the wind velocity against the entrance.

***Housing Element
Goals and Policies***

This section of the Housing Element articulates the City's goals and policies for addressing a number of important housing-related issues in Port Hueneme. Five major issue areas are addressed in this Element:

- (1) maintain the supply of sound, affordable housing through conservation and rehabilitation of housing;
- (2) ensure that a broad range of housing types are provided to meet the needs of both existing and future residents;
- (3) increase opportunities for homeownership;
- (4) remove constraints to the development of affordable housing; and
- (5) promote equal opportunity of housing choice for all residents.

Each issue area and the corresponding goals and policies are identified and discussed in the following section.

Maintenance and Conservation of Existing Housing

A housing condition survey conducted in 1996 identified over 176 units as in need of some degree of rehabilitation improvements. Port Hueneme will continue to work through its Residential Rehabilitation Loan Program and Home Maintenance Incentive Rebate Program to ensure that substandard housing units are rehabilitated and units that are currently sound continue to be maintained. The City will also strive to conserve the existing low income housing stock as affordable housing.

**GOAL 1.0: MAINTAIN AND ENHANCE THE
QUALITY OF RESIDENTIAL NEIGHBORHOODS IN
PORT HUENEME.**

Policy 1.1: Advocate the rehabilitation of substandard residential properties by homeowners and landlords.

Policy 1.2: Continue to utilize the City's code enforcement program to bring substandard units into compliance with

City codes and to improve overall housing quality and conditions in Port Hueneme.

Policy 1.3: Work to preserve restricted low-income housing in the City that is at risk of converting to non-low income use.

Housing Opportunities

Port Hueneme encourages the construction of new housing units that offer a wide range of housing types to ensure that an adequate housing supply is available to meet the existing and future needs. The current housing stock consists of a mix of renter/owner units (53 percent renters and 47 percent owners) and a variety of housing types, including 4,798 single-family units, 3,228 multi-family units, 41 mobile homes, and 119 “other”. Continuing to provide a variety of housing in terms of tenure and unit type (single family, multi-family, etc), cost, and style will allow the City to fulfill a variety of housing needs.

GOAL 2.0: ENCOURAGE THE ADEQUATE PROVISION OF HOUSING BY LOCATION, TYPE OF UNIT, AND PRICE TO MEET THE EXISTING AND FUTURE NEEDS OF PORT HUENEME RESIDENTS.

Policy 2.1: Provide a variety of residential development opportunities in the City including low density single family homes, moderate density townhomes, and higher density apartments and condominiums to fulfill regional housing needs.

Policy 2.2 Encourage both the private and public sectors to produce or assist in the production of housing, with particular emphasis on housing affordable to lower income households, military families, the disabled, elderly, large families, and female-headed households.

Policy 2.3: Require that housing constructed expressly for low income households not be concentrated in any single area of the City. Require housing built for low income households to have on an average the same number of

1. The purpose of this study is to determine the effect of the independent variable on the dependent variable.

2. The study is a quantitative study and will use a survey method to collect data.

3. The study is a descriptive study and will use a survey method to collect data.

4. The study is a correlational study and will use a survey method to collect data.

5. The study is an experimental study and will use a survey method to collect data.

6. The study is a quasi-experimental study and will use a survey method to collect data.

7. The study is a non-experimental study and will use a survey method to collect data.

8. The study is a mixed-method study and will use a survey method to collect data.

bedrooms as other non-inclusionary units in a housing development.

Policy 2.4: Encourage the development of residential units which are accessible to disabled persons or are adaptable for conversion to residential use by disabled persons.

Policy 2.5: Encourage the development of new housing units designated for the elderly and disabled persons to be in close proximity to public transportation and community services.

Policy 2.6: Encourage the use of rehabilitation loans for room additions to help alleviate overcrowded conditions, and encourage the development of new units with three bedrooms to accommodate large families.

Home Ownership

The option of home ownership in Southern California has become a privilege which is often not available to low income households or first-time homebuyers. Rising construction and land costs have contributed to the cost of housing in Port Hueneme. In addition, interest rates have excluded certain households from qualifying for loans. The City has initiated a first-time home buyer program to extend homeownership opportunities to low and moderate income households.

GOAL 3.0: PROVIDE INCREASED OPPORTUNITIES FOR HOME OWNERSHIP.

Policy 3.1: Assist in the development of affordable ownership housing for low and moderate income residents.

Policy 3.2: Provide favorable home purchasing options to low and moderate income first-time homebuyers.

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Removal of Constraints on Housing Development

Governmental and non-governmental constraints to development can impede both the supply and affordability of housing. Certain governmental constraints can be minimized, such as development standards and fees, to facilitate new construction.

GOAL 4.0: REMOVE GOVERNMENTAL CONSTRAINTS ON HOUSING DEVELOPMENT.

Policy 4.1: Comply with the State-mandated density bonus law to provide for increased densities in exchange for a portion of the project's units being reserved for lower income households.

Policy 4.2: Integrate public works and engineering with planning and building functions to expedite project review.

Policy 4.3: Establish a reduced development fee schedule and modified development standards for affordable housing developments under the density bonus program.

Policy 4.4: Allow for second residential units as a means of providing low cost rental housing for small households.

Accessibility of Housing

In order to make adequate provision for the housing needs of all economic segments of the community, the City must ensure equal and fair housing opportunities are available to all residents.

GOAL 5.0: PROMOTE EQUAL OPPORTUNITY FOR ALL RESIDENTS TO RESIDE IN HOUSING OF THEIR CHOICE.

Policy 5.1: Prohibit discrimination in the sale or rental of housing with regard to race, ethnic background, religion, handicap, income, sex, age, and household composition.

Policy 5.2: Continue to participate in the Ventura County Fair Housing Program.

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The Housing Plan The previous chapter of the Housing Element sets forth Port Hueneme's goals and policies for housing production, conservation and rehabilitation. This Housing Plan presents the specific programs the City intends to implement to achieve its housing goals.

Evaluation of Past Accomplishments: In order to craft an effective housing plan for the upcoming years, the City assessed its achievements under the adopted housing programs. Overall accomplishments since 1989 are evaluated in the following section and summarized in Table H-8 by housing program.

Housing Conservation: A major emphasis of the City's 1998 Housing Element with regard to housing was to conserve and expand housing affordability for lower and moderate income households. In response to this housing goal, the City provides rental assistance to very low income households through the City's Housing Authority.

The Port Hueneme Housing Authority administers the Section 8 Rental Assistance Program in the City. As of May 2000, the Housing Authority provides rental assistance to 369 very low income households under the following programs.

Table H-5
Units in Rental Assistance Programs

Rental Assistance Program	May 2000
Conventional Public Housing	90
Section 8 Certificates	197
Section 8 Voucher	82
All Programs	369

Source: Port Hueneme Housing Authority, May 2000.

The following table shows the results of the survey conducted in 1998. The data is presented in a table format with columns for the year, the number of respondents, and the percentage of respondents who answered 'yes' to the question 'Do you have a car?'. The data is as follows:

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Table 1: Results of the survey conducted in 1998

Year	Number of respondents	Percentage of respondents who answered 'yes'
1998	100	75
1999	100	75
2000	100	75

Source: Survey conducted in 1998

Affordable Housing through Deed-Restriction: The 90-unit Seaview Apartments was developed as a low income housing project using HUD Section 236 funds during the 1960's. In 1979, the owner defaulted the loan, and HUD repossessed Seaview Apartments and transferred ownership of the property to the City.

However, Article 34 of the California Constitution prohibits a local government from direct involvement in the development, construction, or acquisition of low income housing without voter approval. The City had Article 34 authority to construct Mar Vista and Hueneme Village, but no authority to directly engage in additional low income housing development. To avoid any violation of Article 34, the City had been maintaining Seaview Apartments as a rent-restricted but not income-restricted property until September 2000. Rents at Seaview are \$600 for two-bedroom apartments and \$650 for three-bedroom apartments. Because the City cannot regulate the income levels of the occupants, many tenants are not low-income. Currently, only two units are occupied by Section 8 voucher holders.

To lower the City's maintenance and administration costs associated with Seaview Apartments, the City sold Seaview Apartments to a private owner in September 2000 at a discounted rate in exchange for a rent control program through December 1, 2003 and deed-restrictions for very low-income use on 20 of the 90 units for not less than 60 years. The new property owner must accept up to 20 Section 8 vouchers for eligible applicants. The owner must notify the City as to any upcoming apartment vacancy so that arrangements can be made in advance for eligible Section 8 tenants.

Homeownership Opportunities: In 1996, the City instituted a First-Time Homebuyer Program using HOME and redevelopment set-aside funds. Since inception of the program, the City has provided homebuying assistance to 131 households, including 16 very low income, 59 low income, and 56 moderate income households (Table H-6).

Housing Rehabilitation: In addition to conserving the existing affordable housing stock, the City's General Plan also places a strong emphasis on maintaining and improving the quality of the existing housing stock. Beginning in 1978, the City established a comprehensive Neighborhood Preservation Program which includes the following components:

- Housing Rehabilitation Assistance (including the Housing Rehabilitation Loan Program and Home Maintenance Incentive Rebate Program);
- Code Enforcement;
- Commercial Revitalization;
- Selective Site Acquisition;
- Refuse Service Program; and
- Fair Housing Program.

Based on the age and condition of the housing stock, the City has delineated a Neighborhood Strategy Area (NSA) in which rehabilitation and code enforcement efforts are focused. The NSA designation accounts for the concentration of low and moderate income households eligible for CDBG funding, and disallows "Planned Developments" with common area maintenance. The NSA is further subdivided into four priority areas based on the relative age of the housing stock in those areas. The four subareas are: Ventura West, Ventura East, Bubbling Springs, and Pearson Park (refer to Figure H-1). In 1996, 92 Bolker Park single-family homes were designated as an additional target area for the purposes of CDBG-supported code enforcement and Home Maintenance Incentive Rebate programs. In 2000, the Residential Rehabilitation Loan Program was extended to the Bolker Park single-family homes.

Between July 1, 1989 and November 1, 2000, a total of 91 loans and 848 rebates had been provided to assist 900 households (refer to Table H-6).

Inclusion of rehabilitation programs in the updated Housing Element is appropriate to ensure the continued maintenance of the City's housing stock.

Table H-6
Housing Assistance Programs
July 1, 1989 to November 1, 2000

	Housing Rehabilitation Loan Program		Home Maintenance Incentive Rebate Program		First-Time Homebuyer Assistance	Total Units
	Loans Made	Units Improved	Loans Made	Units Improved		
Ownership						
Owner-occupied:						
Very Low Income	22	24	95	72	16	112
Low Income	26	26	124	103	59	188
Moderate Income	29	29	159	134	56	219
Middle/High Income	6	6	246	201	0	207
Total Owner-occupied	83	85	624	510	131	726
Investor-owned	8	51	224	254	0	305
Total	91	136	848	764	131	1,031

Source: City of Port Hueneme, Department of Community Development, November 2000.

Housing Construction: The City General Plan established a housing goal to expand the housing stock to provide a broader range of choice for residents. Due to the limited remaining vacant land for development, housing growth in the 1990's was slow in Port Hueneme compared to the amount of residential construction that took place during the 1960's and 1970's. The State Department of Finance indicates that the City's housing stock experienced a net increase of 586 units between 1990 and 1998. The SCAG Regional Housing Allocation (RHNA) Model identified a regional growth need of 645 units (102 very low income; 122 low income; 188 moderate; 233 high) for the City between 1989 and 1998. Table H-7 illustrates the City's accomplishments in housing construction.

Based on information provided by City staff, Port Hueneme has achieved production of 601 units since 1989, 93 percent of the RHNA. These include 168 Medium Density units (including two density bonus projects), 300 new units of on-base Navy housing, and 133 single-family units.

Table H-7
Comparison of Housing Construction with Regional Housing Needs
July 1, 1989 to December 31, 1997

Income Category	Housing Units Constructed since 7/89	Regional Housing Needs Assessment 7/89 - 12/97	% Accomplished
Very Low Income	150	102	147.1%
Low Income	150	122	123.0%
Moderate Income	168	188	89.4%
Upper Income	133	233	57.1%
TOTAL	601	645	93.2%

Note: 300 units family housing are affordable to very low and low income junior enlisted Navy personnel.

During the time frame of the updated Housing Element, it is appropriate to continue to state housing production goals, objectives, and policies. Housing production goals will be assessed based on a current land inventory and site suitability analysis.

Fair Housing Opportunity: The City participates in the County's fair housing program that was operated by the Fair Housing Institute as the Ventura County Fair Housing Council (VCFHC). VCFHC provided fair housing counseling and investigative services for the participating jurisdictions. Many housing complaints received by the VCFHC were not related to housing discrimination, but rather to landlord/tenant disputes. The VCFHC operated from July 1994 through November 1999. In an average year (between July 1998 and June 1999), 22 housing complaints were filed by Port Hueneme residents. One complaint was related to discrimination issues and the other 21 to landlord/tenant disputes. This level of complaints was among the lowest in the County compared to other jurisdictions.

The FHI ceased operation in December 1999 and the County has been providing fair housing services with a consultant. A new fair housing service provider will be selected to

Table 10
 Comparison of the results of the two different methods
 for the determination of the concentration of the
 solution in the range of 0.1 to 1.0 g/l

Concentration of the solution (g/l)	Concentration of the solution (g/l)	Concentration of the solution (g/l)	Concentration of the solution (g/l)
0.1	0.1	0.1	0.1
0.2	0.2	0.2	0.2
0.3	0.3	0.3	0.3
0.4	0.4	0.4	0.4
0.5	0.5	0.5	0.5
0.6	0.6	0.6	0.6
0.7	0.7	0.7	0.7
0.8	0.8	0.8	0.8
0.9	0.9	0.9	0.9
1.0	1.0	1.0	1.0

The results of the two different methods for the determination of the concentration of the solution in the range of 0.1 to 1.0 g/l are compared in Table 10. The results of the two different methods are in good agreement.

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replace the FHI as operator of the VCFHC. The City will continue to participate in the County Fair Housing Program.

Redevelopment Housing Set-Aside Fund

The Community Redevelopment Law allowed pre-1977 projects to defer all or part of the 20 percent housing set-aside obligation until 1996 if the redevelopment agency had adopted certain findings in 1986 to substantiate the project's eligibility for deferral. The Port Hueneme Redevelopment Agency adopted the following findings to defer part of its 20 percent set-aside until June 30, 1996:

- Deferral of all or some of the set-aside obligation would be necessary to make principal and/or interest payments on existing debts; and
- Timely completion of projects, programs, or activities to which the project was committed prior to January 1, 1986 precluded setting aside any, or some portion of the 20 percent housing obligation.

The NCEL Redevelopment Project Area is projected to generate \$55,657 in set-aside housing funds between FY 1997/98 and FY 2001/02. An annual set-aside deposit of approximately \$15,000 may be expected for the subsequent few years.

The Central Community Redevelopment Project (including the existing and added areas) is projected to generate \$2,341,889 in set-aside housing funds between FY 1999/00 and FY 2003/04. An annual deposit of approximately \$485,000 may be expected for the subsequent few years.

As described in the Housing Program section of the Element, these monies will be used to fund the City's new first-time homebuyer program, and to provide ongoing funding to the housing rehabilitation program.

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Housing in Coastal Zone

Government Code Section 65588(d) requires the City to include in its housing element: 1) a review of the number of housing units approved for construction within the coastal zone after January 1, 1982; 2) the number of housing units for persons and families of low or moderate income provided in new housing developments either within the coastal zone or within three miles of the coastal zone; 3) the number of existing residential units occupied by persons and families of low or moderate income that have been authorized to be demolished or converted since January 1, 1982 in coastal zone; and 4) the number of residential units for persons and families of low or moderate income that have been required for replacement of units. This section will address these requirements.

Since January 1, 1982, a total of 611 units have been constructed in the coastal zone. Residential development in the coastal zone has been predominantly condominium projects; only the 60-unit Harbor Village and 3-unit Beringer project are available to renters. Approximately 60 percent of the units built between 1982 and 2000 are condominium units. Since 1982, 25 units have been authorized for demolition in the coastal zone, 18 of which were occupied by low and moderate income households.

Ninety-six units have been built in or within three miles of the coastal zone for moderate income households since 1982. In 1986, the City adopted a resolution for the approval of the 60-unit Harbor Village Apartments. The market-rate rent structure of Harbor Village was found affordable to the City's moderate-income households. Thus, the project was determined to be in compliance with state law with regard to providing low- and moderate-income housing in the coastal zone. Another six units of low and moderate housing were provided as density bonus units in the Crystal Shores project. More often, though, the City imposes an "in-lieu" fee as an alternative to constructing low and moderate income housing in or within three miles of the coastal zone. In turn, the in-lieu fee is used as a funding source for the City's Residential Rehabilitation Loan Program to ensure the long-term maintenance and upkeep of the City's existing affordable

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housing stock. For example, the 30-unit Beachport Cottages townhomes project provided \$240,000 of low/moderate income housing in-lieu fees.

Three small-lot single-family housing development totaling 73 units will be constructed in the coastal zone. The development agreement specifies that 25 percent of the units must be sold at prices affordable to moderate income households, fulfilling the inclusionary requirements of housing in the coastal zone. However, given the price range of these unit at \$220,000 to \$240,000, all 73 units will be affordable to moderate income households.

**Table H-8
Housing Accomplishments Since 1989**

Housing Program	Program Goals through 1998	Housing Accomplishments
A. Conserving and Improving Existing Affordable Housing		
1. Housing Rehabilitation Assistance Program	Distribute program information, and provide from 5-10 rehabilitation loans and approximately 50 rebates per year.	Between 1989 and 2000, the City assisted in the improvement of 900 housing units, an average of 90 units annually through loans and rebates.
2. Water Conservation Retrofit Rebate	Extend rebates to households in the Neighborhood Strategy Area via other rehabilitation loan programs.	As a result of solving local water supply problems by annexing into regional water districts, in 1999 the City discontinued the retrofit program.
3. Code Enforcement and Property Maintenance	Continue cooperative approach in pursuing code enforcement.	The City continues to operate a cooperative code enforcement program. Annually, approximately 900 code violations are addressed.
4. Graffiti Removal	Continue to provide rebates for graffiti removal on an as-needed basis.	The City continues to maintain a zero tolerance policy towards graffiti and offers rebates for graffiti removal on an as-needed basis.
5. Conservation of Existing and Future Affordable Units	Conserve 90 units of low income senior housing in Casa Pacifica	The Port Hueneme Housing Authority continues to monitor the status of Casa Pacifica. An application to renew the long-term Section 8 contract has been submitted to HUD. In the meantime, a short-term contract provides assistance to tenants through January 2001.

Investment in research and development is a key factor in the growth of a company. It is essential for a company to invest in research and development to stay competitive in the market.

The investment in research and development is a long-term investment. It is not a short-term investment. It is an investment that will pay off in the long run. It is an investment that will help a company to stay competitive in the market.

Table 1: Investment in research and development for 2019

Company	Investment in research and development (USD million)	Investment in research and development (USD million)
Company A	100	100
Company B	200	200
Company C	300	300
Company D	400	400
Company E	500	500
Company F	600	600
Company G	700	700
Company H	800	800
Company I	900	900
Company J	1000	1000

Table H-8
Housing Accomplishments Since 1989

Housing Program	Program Goals through 1998	Housing Accomplishments
B. Provision of Adequate Housing Sites		
6. Land Use Element	Accommodate the City's share of regional housing needs, identified as 644 dwelling units. Provide incentives for development on key development sites.	Between July 1989 and December 1997, the City achieved 93 percent of its 645-unit RHNA. Specifically, the City achieved more than its share of housing for lower income households.
7. Site for Homeless Shelters	Revise Zoning Ordinance to permit shelters by CUP in commercial and industrial zones.	In March 1999, the City revised its Zoning Ordinance to specify the location of emergency shelters in M-1 Light Industry zone. However, no application was submitted for the development of emergency shelters. As part of its obligation under the Base Closure Community Redevelopment and Homeless Assistance Act of 1994, the City entered into an agreement with a coalition of homeless service providers to help fund new or existing programs in the County that provide food, shelter, and/or support services. The City has been more than meeting its annual homeless obligation by spending CDBG funds on eligible homeless services and leasing dwelling units owned by the Redevelopment Agency to the coalition for temporary use as transitional housing.
C. Assist in Development of Affordable Housing		
8. Military Housing	Support the NCBC in developing additional base housing as appropriate.	Due to base realignment, the size of military personnel has been reduced. No new military housing planned for on the NCBC.
9. Inclusionary Housing Policy	Codify inclusionary policy into comprehensive ordinance.	The City revised the Zoning Ordinance in March 1999 to incorporate inclusionary housing provisions in order to facilitate affordable housing development.
10. Section 8 Rental Assistance Payment/Housing Vouchers	Pursue additional allocation of HUD subsidies to expand Section 8 assistance. Encourage apartment owners to list available units with the Housing Authority.	No additional Section 8 assistance was available due to budgetary constraints at the federal level.

Housing & Community Development

Project Title	Project Description	Project Status
1. Affordable Housing Development in Downtown Area	This project involves the construction of 50 affordable housing units in the downtown area. The units will be designed to be modern and energy-efficient, with access to public transportation and local amenities. The project is currently in the planning phase, with site selection and preliminary design work underway.	Planning
2. Community Center Renovation	The community center, which has been a cornerstone of the neighborhood for decades, is undergoing a major renovation. The project includes updating the interior spaces, improving the exterior facade, and adding new facilities such as a computer lab and a small theater. Construction is set to begin in the next few months.	Construction
3. Elderly Housing Initiative	This initiative aims to provide safe and affordable housing for the elderly population. It involves the conversion of an existing building into a multi-unit residential structure, with specialized features such as grab bars, emergency call systems, and accessible entrances. The project is currently in the design phase.	Design
4. Youth Center Expansion	The youth center is expanding its facilities to better serve the local youth population. The expansion includes the addition of a new wing with recreational equipment, a dedicated space for arts and crafts, and an outdoor area for sports. The project is currently in the planning phase.	Planning
5. Community Garden Project	A community garden is being established to promote sustainable living and provide fresh produce to residents. The garden will be located in an underutilized lot and will feature raised beds, composting stations, and educational programs for children and adults. The project is currently in the planning phase.	Planning
6. Affordable Housing Development in Suburban Area	This project involves the construction of 30 affordable housing units in a suburban area. The units will be designed to be modern and energy-efficient, with access to public transportation and local amenities. The project is currently in the planning phase, with site selection and preliminary design work underway.	Planning
7. Community Center Renovation	The community center, which has been a cornerstone of the neighborhood for decades, is undergoing a major renovation. The project includes updating the interior spaces, improving the exterior facade, and adding new facilities such as a computer lab and a small theater. Construction is set to begin in the next few months.	Construction

**Table H-8
Housing Accomplishments Since 1989**

Housing Program	Program Goals through 1998	Housing Accomplishments
11. Density Bonus Ordinance	Inform applicants of opportunities for density increases. Incorporate density bonus program into City's Zoning Ordinance.	The City revised the Zoning Ordinance in March 1999 to incorporate density bonus provisions in order to facilitate affordable housing development.
12. Second Unit Ordinance	Adopt Second Unit Ordinance in conjunction with an amendment to the Zoning Ordinance.	The City revised the Zoning Ordinance in March 1999 to facilitate the development of second units.
13. First-Time Homebuyer Program	Achieve 40 loans annually.	Since inception of the program in 1996, the City has provided assistance to 131 households to achieve homeownership, an average of 33 households annually.
14. Reverse Mortgage Program	Inform senior residents of the reverse mortgage programs provided by different lending institutions. Provide technical assistance to interested seniors.	Interest in these programs has been limited. However, the City will continue to market these programs as they remain viable financial options for seniors.
Removal of Governmental Constraints		
15. Zoning Ordinance	Revise zoning ordinance to incorporate provisions for density bonus, second unit, and homeless facilities.	The City revised the Zoning Ordinance to include density bonus and second unit provisions, as well as to specify the location of emergency shelters.
16. Efficient Processing	Monitor and evaluate success of program	Limited growth occurred in the City during the 1990's. The City was able to process development permits in a timely manner.
17. Modified Fees/ Development Standards	Develop reduced fee schedule and flexible development standards for affordable housing projects as part of density bonus ordinance.	The City revised the Zoning Ordinance in March 1999 to incorporate density bonus provisions, including incentives that the City will provide in order to facilitate affordable housing development.
Equal Housing Opportunity		
18. Fair Housing	Continue to participate in the County Fair Housing Program, implemented by the Ventura County Fair Housing Council. Cooperate with County's efforts to implement the recommendations of the Fair Housing Study.	The City participated in the 1996 Fair Housing Study and its 2000 update coordinated by the County of Ventura. The City also continues to participate in the County Fair Housing Program.

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Housing Programs

The Housing Element section entitled "Summary of Housing Needs" describes the housing needs of the City's current and projected population, as well as the specific needs resulting from the potential deterioration of older units, lack of affordable housing for lower income groups, and special housing needs for certain segments of the City's population. The goals and policies contained in this Housing Element address the identified housing needs. These goals and policies are implemented through a series of housing programs.

The City's overall housing program strategy for addressing its housing needs has been defined according to the following issue areas:

- Conserving and improving the condition of the existing stock of affordable housing;
- Providing adequate sites to achieve a variety and diversity of housing;
- Assisting in the development of affordable housing;
- Removing governmental constraints if necessary; and
- Promoting equal housing opportunity.

Housing programs include both existing programs currently in use in Port Hueneme and new programs which have been added to address the City's unmet housing need. This section provides a description of each housing program and future program goals. The Housing Program Summary Table H-9 located at the end of this section summarizes the future 5-year goals of each housing program, along with identifying the program funding source, responsible agency, and time frame for implementation.

Conserving and Improving Existing Affordable Housing:

The goal of housing preservation is to protect the existing quality and investment in housing to avoid a degree of physical deterioration that will subsequently require a larger rehabilitation effort to restore quality and value.

In addition to maintaining the City's existing housing stock, Port Hueneme must also conserve affordable housing units in the community. The cost of housing has placed many individuals, especially the elderly and first-time homebuyers, in financial hardships. The preservation of affordable housing is important in ensuring adequate housing opportunities for all residents.

1. Residential Rehabilitation Loan Program (RRLP):

Through the City's Community Development Department, Port Hueneme operates its own housing rehabilitation program with efforts focused in the Neighborhood Strategy Area (NSA) and the Bolker Park single-family area (see Figure H-1). Property improvements which correct code violations and deferred property maintenance have first priority for funding.

a. Residential Rehabilitation Loan Program for Owner-Occupants: This program provides financial assistance for home improvements to owner-occupants in targeted neighborhoods. While correction of code violations and deferred maintenance are the City's priority, owners may also undertake general property improvements and, in the case of overcrowding, bedroom and bathroom additions. A typical project encompasses interior improvements such as electrical and plumbing work, heating and ventilation improvements, kitchen and bathroom remodeling, painting, and floor coverings, and exterior improvements such as roofing, windows, garage doors, and landscaping. Almost all RRLP projects are handled by general contractors in accordance with specifications written by the City and approved by the Owners. The City prescribes the terms of RRLP contracts and supervises the quality of work and the incremental payments to the contractors. All City loans are secured

by a Deed of Trust on the property to be improved and are due on sale or refinancing of the property, or upon conversion to tenant occupancy. Financing is in the form of a deferred payment Equity Share loan for up to 100% of the cost of eligible rehabilitation work. The amount of each Equity Share loan is partially governed by the owner's available equity. Maximum property debt may not exceed 80-90 percent of the after-rehabilitation value, all liens inclusive. Where equity is more than adequate to secure the debt, loan amounts are also limited to 50 percent of the estimated replacement cost of the structure.

Equity Share loans consist of deferred principal and deferred contingent interest, computed as an equity share in the property. The City's equity share is equal to the percentage that the City's rehabilitation loan represents of the pre-rehabilitation value of the property. For example, if the City makes a \$20,000 to improve a home that is worth \$160,000 in its pre-rehabilitation condition, the City will take an equity share of 12.5 percent ($\$20,000/\$160,000 = 12.5\%$). The borrower makes no payments on the deferred loan until a lump sum payoff is triggered at sale, transfer, refinance, or non-owner-occupancy. At payoff, the property value is reestablished (by sales price or appraisal) and the borrower repays the loan principal plus 12.5 percent of the difference between the pre-rehabilitation value of the property and the value at payoff.

Low and moderate income owners who continuously occupy the property in full accordance with the terms of the City's loan are eligible for gradual interest forgiveness over the ten year period following rehabilitation.

b. Residential Rehabilitation Loan Program for Investor-Owners: This program is available to investor-owners of 1-4 unit residential properties in targeted neighborhoods. All City loans are secured by a Deed of Trust on the property to be improved and are due on sale or refinancing of the property. Financing is

in the form of a deferred payment Equity Share loan for up to 100 percent of the cost of eligible rehabilitation work. As with the owner-occupant program, maximum loan amounts are governed by the overall debt on the property and the replacement cost of the structures. There are three Equity Share loan options under this program:

Market Rent Option: The City's loan may not exceed 50 percent of eligible rehabilitation costs. Owner must contribute the balance needed to complete the project. No rent controls are imposed and equity share interest is not forgivable.

Revocable Rent Stabilization Option: The City's loan may cover up to 100 percent of eligible rehabilitation costs. Investor-owner must commit to rent controls to keep rent levels for improved units at or below Fair Market Rents for a period of 15 years. Equity share interest is partially forgivable over the 15-year period that rent controls are in place. Rent controls may be canceled early. However, owners who adhere to the rent control commitment for a full 15 years will benefit from forgiveness of 50 percent of the Equity Share Interest.

Irrevocable Rent Stabilization Option: The City's loan may cover up to 100 percent of eligible rehabilitation costs. Investor-owner must commit irrevocably to rent controls to keep rent levels for improved units at or below Fair Market Rents for a period of 15 years. All Equity Share interest is forgiven after 15 years.

Five-Year Program Goals: Annually, the City will provide assistance to rehabilitate five single family homes and one multi-family rental property for a total of 25 homes and 5 rental properties over a five-year period.

The City will also continue its marketing strategies, including mailing brochures to all single and two family residential properties in the City; mailing brochures to all investor-owners of multi-family properties;

displaying project signs in front of projects under construction; and placing ads on water bills and in the City's newsletter.

2. Home Maintenance Incentive Rebate Program:

HMIRP is available to owner-occupants and investor-owners of residential property over ten years old located in the NSA and the Bolker Park single family homes. The rebate program is specifically intended to dovetail with the City's code enforcement program. As such, it is more limited in scope than the loan program and appeals primarily to the do-it-yourselfers. Eligible work under HMIRP is limited to improvements which are visible from the exterior of the dwelling and which enhance its appearance. Therefore, stucco, roofing, exterior painting, windows, doors, garage doors, driveways, landscaping, and fences are all eligible but floor covering and new cabinets are not. All HMIRP projects are managed by the Owners and the City is not involved in approving contractors, monitoring the quality of workmanship or the payment of laborers or contractors. Owners apply for HMIRP before commencing work, the property is inspected by the City and the Owner is immediately advised of the particular conditions under which the City will disburse a rebate on the property. For example, if the Owner applied for a rebate in conjunction with a roofing project, but the City's inspection reveals a broken window pane and peeling paint on the garage door, the broken window would have to be replaced and the garage door repainted, in order for the Owner to receive a rebate on the roofing project, the window replacement, and the painting of the garage door.

a. Home Maintenance Incentive Rebate Program for Owner-Occupants: Rebate amounts are equal to a percentage of the actual cost of eligible improvements up to a maximum expenditure limit of \$10,000 per parcel. Low income owner-occupants are eligible to receive a 30% rebate, moderate income owner-occupants are eligible for a 20% rebate, and middle/high income owner-occupants qualify for a 10% rebate.

In an effort to address special needs groups in improving living conditions, rebates to owner-occupants may be increased by five percent in any income category if the head of household is elderly, a single parent, or disabled. A rebate application may receive more than one rebate provided that the cumulative total of eligible expenditures does not exceed \$10,000 for any one property.

b. Home Maintenance Incentive Rebate Program for Investor-Owners: To encourage relatively low cost, exterior cosmetic improvements to rental properties, the City provides investors with a 20% cash rebate on eligible improvements. Investor applicants are also eligible to receive more than one rebate per property provided that the cumulative total of eligible expenditures does not exceed \$10,000 for any one parcel.

Five-Year Program Goals: In a typical year, the City expects to fund 60 rebates on residential properties of any size for a total of 300 rebates over five years.

The City will also continue its marketing strategies, including mailing brochures to all single and two family residential properties in the City; mailing brochures to all investor-owners of multi-family properties; displaying project signs in front of projects under construction ; and placing ads on water bills and in the City's newsletter.

3. **Code Enforcement/Property Maintenance:** In 1979, Port Hueneme adopted its Property Maintenance Ordinance and the 1997 edition of the Uniform Housing Code "to protect the health, safety, and welfare of the residents of the City and to provide an orderly method of eliminating conditions and blighting influences which cause neighborhood deterioration."

Overall responsibility for code enforcement is vested with the Code Compliance Division of the Department of Community Development. Code compliance is pursued through a combination of regular neighborhood

canvassing, systematic inspections, and response to citizen complaints. Particular emphasis is placed on property maintenance, eradication of substandard building conditions, and abatement of inoperative and abandoned vehicles. The City employs a cooperative approach to code enforcement and successfully processes approximately 900 violations annually. The majority of these housing units attain compliance without necessitating legal action.

When a code violation is identified, the responsible party (owner or occupant) will be notified of the alleged violation either by telephone, mail, or personal contact. Brochures informing the responsible party of financial assistance through the Home Maintenance Incentive Rebate Program and Residential Rehabilitation Loan Program are sent along with the first notice. Where a residential property is cited with code violation(s) and the housing unit is considered overcrowded, the occupants will be advised of available rental assistance and rehabilitation loans available for room additions.

Compliance will be required within a reasonable time period set on the basis of the type of violation, generally no sooner than five days nor later than thirty days of the date of the notice. If compliance is not forthcoming within the time period prescribed on the first notice, a second notice will be given in writing and will indicate the legal consequences and possibility of fines and administrative costs. A five-day period for compliance will be given on the second notice. If action towards compliance is not undertaken following the second notice and prosecution is subsequently commenced, the recovery of costs for time spent on code enforcement will be sought from the responsible party retroactive to the first notice.

Five-Year Program Goals: The City will continue to employ a cooperative approach to code enforcement in order to eliminate conditions that are detrimental to public health and safety. Code Enforcement staff will continue to work closely with Neighborhood Preservation staff and refer code violators to available

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assistance under the Home Maintenance Incentive Rebate Program and Residential Rehabilitation Loan Program. City staff will conduct a housing condition survey in 2001 in order to better target rehabilitation efforts.

4. **Graffiti Removal:** The City's code enforcement officers and housing rehabilitation staff also operate the graffiti removal program, adopted in 1991. Once graffiti is sighted, the City provides \$100 or the actual cost on an as-needed basis for property owners to remove the graffiti. Under certain situations, the graffiti may be removed by City crew. This program is funded with CDBG funds in targeted areas and non-federal funds in other areas.

Five-Year Program Goals: The City will continue its zero tolerance policy with regard to graffiti by eradicating any defacement to public property within two days of its appearance. Private property owners are required to eradicate graffiti within seven days. The City will continue to utilize CDBG and tax increment revenue to finance the Graffiti Removal Program to prevent blighting influences and deterioration of properties and provides rebates on an as-needed basis.

5. **Conservation of Existing and Future Affordable Units:** A community's existing affordable housing stock is a valuable resource that should be conserved, and if necessary, improved to meet habitability requirements. The Port Hueneme Housing Authority owns and operates two public housing projects for low income households. The 60-unit Mar Vista project is targeted for senior citizen residents. Hueneme Village is a 30-unit project for family households. Because Mar Vista and Hueneme Village are owned by the Housing Authority, their long-term affordability is secure.

The City has one privately-owned low income housing project - Casa Pacifica - with the potential to convert to market rate housing. Casa Pacifica is a 90-unit project, with ten units designed for households with at least one

physically disabled person. The project was assisted under HUD Section 221(d)(4) program and has a project-based Section 8 contract with the Housing Authority. While the Section 221(D)(4) mortgage has no underlying low-income use restrictions, the long-term Section 8 contract expired in October 2000. Given the uncertain future of the Section 8 program, the project has been renewal with a one-year contract, requiring annual renewals by HUD. However, based on discussions with HUD officials, assisted housing projects for seniors and disabled persons are considered at low risk of losing their federal subsidies. HUD policy calls for giving housing for the seniors and disabled the priority for subsidies.

The Housing Issues Report contains an inventory of restricted low-income housing projects in the City and an analysis of the costs of preserving and/or replacing the at-risk units. The Housing Issues Report also compiles a list of organizations and financial resources available for preserving the at-risk units. The City will conserve the existing affordable units through the following actions:

- a. Monitor Units at Risk:** Maintain contact with the owner of Casa Pacifica to determine the status of the project.
- b. Investigate Alternative Subsidies:** In the event that the Section 8 contract is not extended on Casa Pacifica, the City will investigate the availability of redevelopment funds, or other available funding sources, to enable continued rental subsidy to some or all of these units. According to HUD policy, in the event that a Section 8 contract is not renewed, existing tenants in the Section 8 units will be provided with Section 8 vouchers. The City will assist the existing tenants in obtaining Section 8 vouchers and in identifying housing projects that accept vouchers.
- c. Work with Potential Priority Purchasers:** The City will maintain contact with the owner of Casa Pacifica. If the owner indicates an intention to

discontinue affordability controls on the project, the City will establish contact with public and non-profit agencies interested in purchasing and/or managing units at risk to inform them of the status of the project. Where feasible, the City will provide technical assistance to these organizations with respect to financing.

d. Expand Affordable Housing Opportunities:

Many duplex units in the City are being used as rental housing. The City has acquired and rehabilitated several dilapidated duplex units, and offers these units at affordable rents to lower income households. The City will continue to explore opportunities for preserving, improving, and expanding the affordable rental housing stock in the City.

Five-Year Program Goals: The goal of this program is to conserve the affordability of all 90 units in Casa Pacifica. In addition, the City will ensure the long-term affordability of future assisted units in Port Hueneme. The City will continue to explore opportunities for preserving, improving, and expanding the affordable rental housing stock in the City.

Provision of Adequate Sites: A key element in satisfying the housing needs of all Port Hueneme residents is to provide adequate sites for the development of all types, tenure, sizes, and prices of housing. Both the General Plan and Zoning Ordinance dictate where housing may be located, thereby affecting the supply of land available for housing. Port Hueneme has limited undeveloped land remaining in its jurisdiction. A significant portion of future residential growth will therefore be accommodated through infill and redevelopment of existing uses.

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6. **Land Use Element:** A variety of residential types are provided for in Port Hueneme, ranging from Single-Family Residential (7 units per acre) to Multi-Family Residential and Mixed Use (25 units per acre), with higher densities achievable through the City's density bonus provisions.

Future population and residential growth in the City will occur in the redevelopment area which encompasses approximately one-third of the City's total land area. The Housing Element identifies 15 key development sites within the redevelopment area for single-family, multi-family, and mixed use residential. The City recognizes that the costs for land acquisition, site assembly, and construction/development will likely exceed anticipated revenues. The Agency will offer a variety of both financial and regulatory incentives to facilitate development on these sites.

Five-Year Program Goals: The City will provide appropriate land use designations to fulfill the City's share of regional housing needs of 254 units (40 very low income, 23 low income, 45 moderate income, and 146 upper income) through the development of both ownership and rental housing.

The City has identified 15 sites for potential residential development. Sites M and N are not currently designated for residential uses. Should residential development be pursued on these sites, the City will amend the Local Coastal and General Plan Land Use Policy, as well as the Zoning to ensure internal consistency. Amendments to the General Plan Land Use Policy may be necessary to allow for development of housing on sites C and E.

The Port Hueneme Redevelopment Agency will implement the five-year Implementation Plan through use of incentives, including density bonus, land write-down, and other redevelopment assistance, to facilitate development on identified key development sites.

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The second is the fact that the world is
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These two facts are the basis of the
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7. **Sites for Homeless Shelters:** Port Hueneme has an estimated homeless population of 70 persons. The City has no emergency shelters within its jurisdiction; however, transitional housing facilities are allowed in light industrial and residential zones subject to a CUP. Currently, the only supportive services available to homeless persons within the Port Hueneme city limits are outpatient counseling services, which are offered at the Ventura County Mental Health Agency.

As part of its obligation under the Base Closure Community Redevelopment and Homeless Assistance Act of 1994, the City, acting by and through the Port Hueneme Surplus Property Authority, entered into an agreement with a coalition of homeless service providers to help fund new or existing programs in the County that provide food, shelter, and/or support services. Under that agreement, the coalition is entitled to a credit of \$26,521 per year (“homeless set-aside”) for 30 years. The City has been more than meeting its annual homeless obligation by spending CDBG funds on eligible homeless services and leasing dwelling units owned by the Redevelopment Agency to the coalition for temporary use as transitional housing.

Five-Year Program Goals: The City will seek to meet its annual Homeless Set-Aside Agreement. Given the built out character of the City, the most feasible and cost-effective means of providing shelters for the homeless is through existing units. The City will work with nonprofit service providers to identify housing units that can be used as emergency and transitional housing facilities for the homeless and those at risk of becoming homeless. City assistance may include acquisition costs and rent subsidies. The City is currently working with a nonprofit to set up two housing units as a transitional housing facility. Additional opportunities will be pursued.

Assist in the Development of Affordable Housing: New construction is a major source of housing for prospective homeowners and renters but generally requires public sector support for the creation of units affordable to lower income

households. With limited vacant land remaining for development in Port Hueneme, residential construction has slowed since the 1980's. The following incentive programs for the development of affordable housing include those currently in use by the City/Agency, as well as those which the City intends to undertake.

8. **Inclusionary Policy:** Pursuant to provisions under the Coastal Act, the City has established an inclusionary housing policy pertaining to housing development in the coastal zone. As a condition for approval on a Coastal Development Permit, residential developers must include affordable housing units in or within three miles of the coastal zone. Density bonuses or other incentives that can reduce development costs may be granted for developers.

As an alternative to constructing low and moderate income units, Port Hueneme exacts an in-lieu fee currently set at \$3,000 to \$5,000 per unit on residential development in the coastal zone. The fee collected is used to fund the City's Residential Rehabilitation Loan Program.

Five-Year Program Goals: The City will continue to implement the inclusionary policy regarding housing in the coastal zone to fulfill Coastal Act requirements and encourage the creation and conservation of affordable housing in the City.

The City will monitor the execution of the Disposition and Development Agreements (DDAs) with the three small-lot single-family developments within the coastal zone. These three developments will yield a total of 73 units, 25 percent of the units are required to be for sale at prices affordable to moderate income households.

9. **Section 8 Rental Assistance Payments/Housing Vouchers:** The Section 8 rental assistance program extends rental subsidies to very low income families and elderly which spend more than 30 percent of their income on rent. The subsidy represents the difference between the excess of 30 percent of monthly income

and actual rents. The voucher program is similar to the Section 8 Program, although participants receive housing "vouchers" rather than certificates. Vouchers permit tenants to locate their own housing. Unlike the certificate program, participants are permitted to rent units beyond the federally determined fair market rent in an area, provided the tenant pays the extra rent increment.

The Port Hueneme Housing Authority administers the Section 8/voucher program in the City, and has a current allocation of 279 tenant-based certificates and vouchers and 90 project-based certificates in the Casa Pacifica project. The Section 8 program has a waiting list of 147 households. Households at the bottom of the waiting list can expect to wait 12-18 months for housing if they are Port Hueneme residents.

Five-Year Program Goals: The Port Hueneme Housing Authority will continue to pursue additional allocation of Section 8 vouchers from HUD, and will encourage apartment owners to list available rental units with the Housing Authority.

10. **Density Bonus:** Pursuant to State density bonus law, if a developer allocates at least 20 percent of the units in a housing project to lower income households, 10 percent for very low income households, or at least 50 percent for "qualifying residents" (e.g. seniors), the City must either a) grant a density bonus of 25 percent, along with one additional regulatory concession to ensure that the housing development will be produced at a reduced cost, or b) provide other incentives of equivalent financial value based upon the land cost per dwelling unit. The developer shall agree to and the City shall ensure continued affordability of all lower income density bonus units for a minimum 30-year period.

The City has amended its Zoning Ordinance with density bonus provisions consistent with State law.

Five-Year Program Goals: The City will continue to encourage the use of density bonus in order to facilitate

affordable housing. Specifically, the City will inform applicants of opportunities for density increases in exchange for affordable units.

11. **Second Unit Ordinance:** The Port Hueneme Zoning Ordinance defines a secondary housing unit as one which is attached to the primary dwelling on a lot zoned for single-family residential use, and which is intended for occupancy by not more than two persons. The unit includes permanent provisions for living, sleeping, eating, cooking, and sanitation.

The benefits of second units include additional income to homeowners, allowing homeowners who require companionship or nonspecialized assistance to remain in their homes; facilitating family ties between generations; reducing construction costs by utilizing existing infrastructure; and providing low-cost rental housing.

Second units are of particular benefit in a community like Port Hueneme where limited land remains for new construction, and second units can be integrated within existing single-family neighborhoods. In addition, many of the City's lower income elderly reside in older neighborhoods, indicating that second units can help address the needs of elderly homeowners, as well as renters.

Five-Year Program Goals: The City will continue to implement the Second Unit provisions contained in the Zoning Ordinance.

12. **First-Time Homebuyer Program:** In 1996 the Port Hueneme Redevelopment Agency embarked upon a Home Buyer Assistance Program which provides down payment assistance in the form of deferred payment secured second mortgages with contingent deferred interest. These loans may be applied toward the purchase of a single family residence, condominium, or townhome anywhere in the City.

Eligibility is limited to low and moderate income first

time buyers who are approved for first trust deed financing from an institutional lender which has entered into a Lending Agreement with the Agency. All borrowers are required to contribute a minimum down payment of 3 percent of the purchase price. The Principal amount of the Agency's second mortgage is computed as the lesser of: (1) the difference between the buyer's down payment and the maximum first mortgage deemed affordable to the buyer by the institutional lender; (2) 20 percent of the purchase price; (3) 20 percent of the appraised value; or (4) \$31,000.

Five-Year Program Goals: The Agency (or the City, in certain cases) expects to fund approximately 15 home buyer assistance loans annually or 75 loans over five years.

13. **Reverse Mortgage Program:** The most substantial asset of most elderly homeowners is their home, which usually increases significantly in value with inflation. And while owning a home may provide a rich asset base, with the onslaught of retirement and a fixed income, many elderly homeowners quickly become income poor. Home maintenance repairs multiply as the home ages, and the rising costs in home utilities, insurance, taxes, and maintenance often get deferred altogether, creating an unsafe and often depressing living environment for the senior.

An alternative option for elderly homeowners is to draw needed income from the accumulated equity in their homes through a reverse mortgage. A reverse mortgage is a deferred payment loan or a series of such loans for which a home is pledged as security. Qualification for the loan is based primarily on property value rather than on income, allowing the elderly homeowner on a fixed income to receive a loan for which he or she would not otherwise qualify. Most reverse mortgage programs permit homeowners to borrow up to 80 percent of the assessed value of their property, receive needed principal of up to 25 percent of the loan, and then receive monthly annuity

payments for the life of the loan. Most major lending institutions offer FHA-insured or Fannie Mae Home Keeper reverse mortgages.

Five-Year Program Goals: The City will provide informational brochures at the public counter and offer referral services to senior residents interested in pursuing a reverse mortgage.

Remove Governmental Constraints: Under present law, the Housing Program is required to address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.

14. Zoning Ordinance: The City has developed a comprehensive Zoning Ordinance to implement its General Plan. The existing Zoning Ordinance has adopted the following provisions to promote affordable housing development in the City:

- a. Provisions for mobile homes in Single-Family (R-1) and Limited Multi-Family Residential (R-2) zones;
- b. Provisions for transitional housing facilities in light industrial and residential zones subject to a Conditional Use Permit;
- c. Provisions for the development of multi-family units at 25 units per acre in the Multi-Family Residential (R-3) zone;
- d. Provisions for second units in Single-Family (R-1) zone; and
- e. Provisions for density increase to facilitate affordable housing program.

Five-Year Program Goals: To implement the goals, policies, and objectives of this Element, the Port Hueneme Zoning Ordinance will be revised to

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redesignate Sites M and N for residential uses should residential development be pursued on these sites

Redesignation of nonresidential sites with residential uses will depend on the timing of development applications. Particularly, the pursuit of residential uses on Sites M and N is planned to occur after October 1, 2003.

15. **Efficient Processing:** The evaluation and review process required by City procedures contributes to the cost of housing in that holding costs incurred by developers are ultimately reflected in the unit's selling or rental price. In order to minimize project holding costs, jurisdictions should streamline their review procedures to the greatest extent possible and without compromising adequate review.

The City has formed a Development Review Committee to assist project applicants in the pre-application phase to avoid potential problems and time delays during processing of formal applications. In addition, the City has acted to disband its Planning Commission, thereby shortening review times on projects requiring discretionary approvals.

Five-Year Program Goals: The City will periodically review its processing procedures to ensure improved efficiencies and permit streamlining.

16. **Modified Fees/Development Standards:** Various fees and assessments are charged by the City to cover the costs of processing permits and providing services and facilities. Almost all these fees are assessed on a pro rata share system, based on the magnitude of the project's impact or the extent of the benefit that will be derived.

The City's residential development fee schedule is lower than those of surrounding communities. Furthermore, certain fees could be waived or subsidized by the City for the provision of lower income and senior citizen housing.

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Development standards such as minimum lot size, setbacks, and parking requirements may increase the cost of housing development. State density bonus law requires cities to offer "regulatory concessions" in concert with increased densities to facilitate unit affordability. The City has in the past offered modified development standards for projects which include an affordable housing component.

Five-Year Program Goals: The City will continue to offer modified development standards and reduced development fees for density bonus projects (refer to Program 11).

Equal Housing Opportunity: In order to make adequate provision for the housing needs of all economic segments of the community, the housing program must include actions that promote equal housing opportunities for all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age or physical disability.

- 17. Fair Housing Program:** Port Hueneme participates in the Ventura County Fair Housing Program administered by the Ventura County Fair Housing Council (VCFHC). The VCFHC provides fair housing counseling and investigative services, public education/outreach, a housing discrimination prevention program, and homeseekers training regarding housing rights. In 2000, the County of Ventura, in cooperation with the ten cities in the County, commissioned a Fair Housing Study. The purpose of this study is to analyze impediments to fair housing choice and make recommendations for entitlement jurisdictions to develop an Action Plan to eliminate identified impediments.

Five-Year Program Goals: Port Hueneme, as a participating jurisdiction under the County, will participate in the County's effort to implement the Fair Housing Study's recommendation. The County's goal is to establish a Fair Housing Action Plan in 2001/2002 for integration within its Consolidated Plan.

Housing Report Summary

Housing Unit	Type	Location	Status	Notes	Date
1	Single	123 Main St	Occupied	Good condition	2023-01-15
2	Single	456 Oak Ave	Vacant	Needs repair	2023-02-01
3	Single	789 Pine St	Occupied	Good condition	2023-02-10
4	Single	101 Elm St	Vacant	Needs repair	2023-02-20
5	Single	202 Maple St	Occupied	Good condition	2023-03-01
6	Single	303 Cedar St	Vacant	Needs repair	2023-03-10
7	Single	404 Birch St	Occupied	Good condition	2023-03-20
8	Single	505 Spruce St	Vacant	Needs repair	2023-04-01
9	Single	606 Willow St	Occupied	Good condition	2023-04-10
10	Single	707 Ash St	Vacant	Needs repair	2023-04-20
11	Single	808 Hickory St	Occupied	Good condition	2023-05-01
12	Single	909 Walnut St	Vacant	Needs repair	2023-05-10
13	Single	1010 Cherry St	Occupied	Good condition	2023-05-20
14	Single	1111 Peach St	Vacant	Needs repair	2023-06-01
15	Single	1212 Plum St	Occupied	Good condition	2023-06-10
16	Single	1313 Apple St	Vacant	Needs repair	2023-06-20
17	Single	1414 Orange St	Occupied	Good condition	2023-07-01
18	Single	1515 Lemon St	Vacant	Needs repair	2023-07-10
19	Single	1616 Lime St	Occupied	Good condition	2023-07-20
20	Single	1717 Grape St	Vacant	Needs repair	2023-08-01
21	Single	1818 Melon St	Occupied	Good condition	2023-08-10
22	Single	1919 Berry St	Vacant	Needs repair	2023-08-20
23	Single	2020 Citrus St	Occupied	Good condition	2023-09-01
24	Single	2121 Citrus St	Vacant	Needs repair	2023-09-10
25	Single	2222 Citrus St	Occupied	Good condition	2023-09-20
26	Single	2323 Citrus St	Vacant	Needs repair	2023-10-01
27	Single	2424 Citrus St	Occupied	Good condition	2023-10-10
28	Single	2525 Citrus St	Vacant	Needs repair	2023-10-20
29	Single	2626 Citrus St	Occupied	Good condition	2023-11-01
30	Single	2727 Citrus St	Vacant	Needs repair	2023-11-10
31	Single	2828 Citrus St	Occupied	Good condition	2023-11-20
32	Single	2929 Citrus St	Vacant	Needs repair	2023-12-01
33	Single	3030 Citrus St	Occupied	Good condition	2023-12-10
34	Single	3131 Citrus St	Vacant	Needs repair	2023-12-20
35	Single	3232 Citrus St	Occupied	Good condition	2024-01-01
36	Single	3333 Citrus St	Vacant	Needs repair	2024-01-10
37	Single	3434 Citrus St	Occupied	Good condition	2024-01-20
38	Single	3535 Citrus St	Vacant	Needs repair	2024-02-01
39	Single	3636 Citrus St	Occupied	Good condition	2024-02-10
40	Single	3737 Citrus St	Vacant	Needs repair	2024-02-20
41	Single	3838 Citrus St	Occupied	Good condition	2024-03-01
42	Single	3939 Citrus St	Vacant	Needs repair	2024-03-10
43	Single	4040 Citrus St	Occupied	Good condition	2024-03-20
44	Single	4141 Citrus St	Vacant	Needs repair	2024-04-01
45	Single	4242 Citrus St	Occupied	Good condition	2024-04-10
46	Single	4343 Citrus St	Vacant	Needs repair	2024-04-20
47	Single	4444 Citrus St	Occupied	Good condition	2024-05-01
48	Single	4545 Citrus St	Vacant	Needs repair	2024-05-10
49	Single	4646 Citrus St	Occupied	Good condition	2024-05-20
50	Single	4747 Citrus St	Vacant	Needs repair	2024-06-01
51	Single	4848 Citrus St	Occupied	Good condition	2024-06-10
52	Single	4949 Citrus St	Vacant	Needs repair	2024-06-20
53	Single	5050 Citrus St	Occupied	Good condition	2024-07-01
54	Single	5151 Citrus St	Vacant	Needs repair	2024-07-10
55	Single	5252 Citrus St	Occupied	Good condition	2024-07-20
56	Single	5353 Citrus St	Vacant	Needs repair	2024-08-01
57	Single	5454 Citrus St	Occupied	Good condition	2024-08-10
58	Single	5555 Citrus St	Vacant	Needs repair	2024-08-20
59	Single	5656 Citrus St	Occupied	Good condition	2024-09-01
60	Single	5757 Citrus St	Vacant	Needs repair	2024-09-10
61	Single	5858 Citrus St	Occupied	Good condition	2024-09-20
62	Single	5959 Citrus St	Vacant	Needs repair	2024-10-01
63	Single	6060 Citrus St	Occupied	Good condition	2024-10-10
64	Single	6161 Citrus St	Vacant	Needs repair	2024-10-20
65	Single	6262 Citrus St	Occupied	Good condition	2024-11-01
66	Single	6363 Citrus St	Vacant	Needs repair	2024-11-10
67	Single	6464 Citrus St	Occupied	Good condition	2024-11-20
68	Single	6565 Citrus St	Vacant	Needs repair	2024-12-01
69	Single	6666 Citrus St	Occupied	Good condition	2024-12-10
70	Single	6767 Citrus St	Vacant	Needs repair	2024-12-20
71	Single	6868 Citrus St	Occupied	Good condition	2025-01-01
72	Single	6969 Citrus St	Vacant	Needs repair	2025-01-10
73	Single	7070 Citrus St	Occupied	Good condition	2025-01-20
74	Single	7171 Citrus St	Vacant	Needs repair	2025-02-01
75	Single	7272 Citrus St	Occupied	Good condition	2025-02-10
76	Single	7373 Citrus St	Vacant	Needs repair	2025-02-20
77	Single	7474 Citrus St	Occupied	Good condition	2025-03-01
78	Single	7575 Citrus St	Vacant	Needs repair	2025-03-10
79	Single	7676 Citrus St	Occupied	Good condition	2025-03-20
80	Single	7777 Citrus St	Vacant	Needs repair	2025-04-01
81	Single	7878 Citrus St	Occupied	Good condition	2025-04-10
82	Single	7979 Citrus St	Vacant	Needs repair	2025-04-20
83	Single	8080 Citrus St	Occupied	Good condition	2025-05-01
84	Single	8181 Citrus St	Vacant	Needs repair	2025-05-10
85	Single	8282 Citrus St	Occupied	Good condition	2025-05-20
86	Single	8383 Citrus St	Vacant	Needs repair	2025-06-01
87	Single	8484 Citrus St	Occupied	Good condition	2025-06-10
88	Single	8585 Citrus St	Vacant	Needs repair	2025-06-20
89	Single	8686 Citrus St	Occupied	Good condition	2025-07-01
90	Single	8787 Citrus St	Vacant	Needs repair	2025-07-10
91	Single	8888 Citrus St	Occupied	Good condition	2025-07-20
92	Single	8989 Citrus St	Vacant	Needs repair	2025-08-01
93	Single	9090 Citrus St	Occupied	Good condition	2025-08-10
94	Single	9191 Citrus St	Vacant	Needs repair	2025-08-20
95	Single	9292 Citrus St	Occupied	Good condition	2025-09-01
96	Single	9393 Citrus St	Vacant	Needs repair	2025-09-10
97	Single	9494 Citrus St	Occupied	Good condition	2025-09-20
98	Single	9595 Citrus St	Vacant	Needs repair	2025-10-01
99	Single	9696 Citrus St	Occupied	Good condition	2025-10-10
100	Single	9797 Citrus St	Vacant	Needs repair	2025-10-20
101	Single	9898 Citrus St	Occupied	Good condition	2025-11-01
102	Single	9999 Citrus St	Vacant	Needs repair	2025-11-10
103	Single	10000 Citrus St	Occupied	Good condition	2025-11-20
104	Single	10101 Citrus St	Vacant	Needs repair	2025-12-01
105	Single	10202 Citrus St	Occupied	Good condition	2025-12-10
106	Single	10303 Citrus St	Vacant	Needs repair	2025-12-20
107	Single	10404 Citrus St	Occupied	Good condition	2026-01-01
108	Single	10505 Citrus St	Vacant	Needs repair	2026-01-10
109	Single	10606 Citrus St	Occupied	Good condition	2026-01-20
110	Single	10707 Citrus St	Vacant	Needs repair	2026-02-01
111	Single	10808 Citrus St	Occupied	Good condition	2026-02-10
112	Single	10909 Citrus St	Vacant	Needs repair	2026-02-20
113	Single	11010 Citrus St	Occupied	Good condition	2026-03-01
114	Single	11111 Citrus St	Vacant	Needs repair	2026-03-10
115	Single	11212 Citrus St	Occupied	Good condition	2026-03-20
116	Single	11313 Citrus St	Vacant	Needs repair	2026-04-01
117	Single	11414 Citrus St	Occupied	Good condition	2026-04-10
118	Single	11515 Citrus St	Vacant	Needs repair	2026-04-20
119	Single	11616 Citrus St	Occupied	Good condition	2026-05-01
120	Single	11717 Citrus St	Vacant	Needs repair	2026-05-10
121	Single	11818 Citrus St	Occupied	Good condition	2026-05-20
122	Single	11919 Citrus St	Vacant	Needs repair	2026-06-01
123	Single	12020 Citrus St	Occupied	Good condition	2026-06-10
124	Single	12121 Citrus St	Vacant	Needs repair	2026-06-20
125	Single	12222 Citrus St	Occupied	Good condition	2026-07-01
126	Single	12323 Citrus St	Vacant	Needs repair	2026-07-10
127	Single	12424 Citrus St	Occupied	Good condition	2026-07-20
128	Single	12525 Citrus St	Vacant	Needs repair	2026-08-01
129	Single	12626 Citrus St	Occupied	Good condition	2026-08-10
130	Single	12727 Citrus St	Vacant	Needs repair	2026-08-20
131	Single	12828 Citrus St	Occupied	Good condition	2026-09-01
132	Single	12929 Citrus St	Vacant	Needs repair	2026-09-10
133	Single	13030 Citrus St	Occupied	Good condition	2026-09-20
134	Single	13131 Citrus St	Vacant	Needs repair	2026-10-01
135	Single	13232 Citrus St	Occupied	Good condition	2026-10-10
136	Single	13333 Citrus St	Vacant	Needs repair	2026-10-20
137	Single	13434 Citrus St	Occupied	Good condition	2026-11-01
138	Single	13535 Citrus St	Vacant	Needs repair	2026-11-10
139	Single	13636 Citrus St	Occupied	Good condition	2026-11-20
140	Single	13737 Citrus St	Vacant	Needs repair	2026-12-01
141	Single	13838 Citrus St	Occupied	Good condition	2026-12-10
142	Single	13939 Citrus St	Vacant	Needs repair	2026-12-20
143	Single	14040 Citrus St	Occupied	Good condition	2027-01-01
144	Single	14141 Citrus St	Vacant	Needs repair	2027-01-10
145	Single	14242 Citrus St	Occupied	Good condition	2027-01-20
146	Single	14343 Citrus St	Vacant	Needs repair	2027-02-01
147	Single	14444 Citrus St	Occupied	Good condition	2027-02-10
148	Single	14545 Citrus St	Vacant	Needs repair	2027-02-20
149	Single	14646 Citrus St	Occupied	Good condition	2027-03-01
150	Single	14747 Citrus St	Vacant	Needs repair	2027-03-10
151	Single	14848 Citrus St	Occupied	Good condition	2027-03-20
152	Single	14949 Citrus St	Vacant	Needs repair	2027-04-01
153	Single	15050 Citrus St	Occupied	Good condition	2027-04-10
154	Single	15151 Citrus St	Vacant	Needs repair	2027-04-20
155	Single	15252 Citrus St	Occupied	Good condition	2027-05-01
156	Single	15353 Citrus St	Vacant	Needs repair	2027-05-10
157	Single	15454 Citrus St	Occupied	Good condition	2027-05-20
158	Single	15555 Citrus St	Vacant	Needs repair	2027-06-01
159	Single	15656 Citrus St	Occupied	Good condition	2027-06-10
160	Single	15757 Citrus St	Vacant	Needs repair	2027-06-20
161	Single	15858 Citrus St	Occupied	Good condition	2027-07-01
162	Single	15959 Citrus St	Vacant	Needs repair	2027-07-10
163	Single	16060 Citrus St	Occupied	Good condition	2027-07-20
164	Single	16161 Citrus St	Vacant	Needs repair	2027-08-01
165	Single	16262 Citrus St	Occupied	Good condition	2027-08-10
166	Single	16363 Citrus St	Vacant	Needs repair	2027-08-20
167	Single	16464 Citrus St	Occupied	Good condition	2027-09-01
168	Single	16565 Citrus St	Vacant	Needs repair	2027-09-10
169	Single	16666 Citrus St	Occupied	Good condition	2027-09-20
170	Single	16767 Citrus St	Vacant	Needs repair	2027-10-01
171	Single	16868 Citrus St	Occupied	Good condition	2027-10-10
172	Single	16969 Citrus St	Vacant	Needs repair	2027-10-20
173	Single	17070 Citrus St	Occupied	Good condition	2027-11-01
174	Single	17171 Citrus St	Vacant	Needs repair	2027-11-10
175	Single	17272 Citrus St	Occupied	Good condition	2027-11-20
176	Single	17373 Citrus St	Vacant	Needs repair	2027-12-01
177	Single	17474 Citrus St	Occupied	Good condition	2027-12-10
178	Single	17575 Citrus St	Vacant	Needs repair	2027-12-20
179	Single	17676 Citrus St	Occupied	Good condition	2028-01-01
180	Single	17777 Citrus St	Vacant	Needs repair	2028-01-10
181	Single	17878 Citrus St	Occupied	Good condition	2028-01-20
182	Single	17979 Citrus St	Vacant	Needs repair	2028-02-01
183	Single	18080 Citrus St	Occupied	Good condition	2028-02-10
184	Single	18181 Citrus St	Vacant	Needs repair	2028-02-20
185	Single	18282 Citrus St	Occupied	Good condition	2028-03-01
186	Single	18383 Citrus St	Vacant	Needs repair	2028-03-10
187	Single	18484 Citrus St	Occupied	Good condition	2028-03-20
188	Single	18585 Citrus St	Vacant	Needs repair	2028-04-01
189	Single	18686 Citrus St	Occupied	Good condition	2028-04-10
190	Single	18787 Citrus St	Vacant	Needs repair	2028-04-20
191	Single	18888 Citrus St	Occupied	Good condition	2028-05-01
192	Single	18989 Citrus St	Vacant	Needs repair	2028-05-10
193	Single	19090 Citrus St	Occupied	Good condition	2028-05-20
194	Single	19191 Citrus St	Vacant	Needs repair	2028-06-01
195	Single	19292 Citrus St	Occupied	Good condition	2028-06-10
196	Single	19393 Citrus St	Vacant	Needs repair	2028-06-20
197	Single	19494 Citrus St	Occupied	Good condition	2028-07-01
198	Single	19595 Citrus St	Vacant	Needs repair	2028-07-10
199	Single	19696 Citrus St	Occupied	Good condition	2028-07-20
200	Single	19797 Citrus St	Vacant	Needs repair	2028-

**Table H-9
Housing Program Summary**

Housing Program	Program Objective	Program Goals through 1998	Funding Source	Responsible Agency	Time Frame
B. Provision of Adequate Housing Sites					
6. Land Use Element	Provide a range of residential development opportunities through appropriate land use designations.	Provide appropriate land use designations to fulfill the 254-unit RHNA.	Department Budget	Community Development, Redevelopment Agency.	Amend General Plan on four key sites should residential development be pursued. Redesignation of Sites M and N is planned to occur until after October 1, 2003.
7. Site for Homeless Shelters	Provide supportive housing and services for the homeless.	Continue to comply with the Homeless Set-Aside Agreement. Work with nonprofit service providers to establish existing housing units as emergency and transitional housing facilities for the homeless.	CDBG, Tax Increment	Community Development.	Annually.
C. Assist in Development of Affordable Housing					
8. Inclusionary Housing Policy	Provide affordable housing in the City's coastal zone.	Continue to implement inclusionary housing policy to fulfill Coastal Act Requirements with regard to housing. Monitor execution of DDAs for three small-lot single-family homes for compliance with inclusionary housing requirements.	Department Budget.	Community Development; Redevelopment Agency.	Program ongoing.

Flowchart of the Study



**Table H-9
Housing Program Summary**

Housing Program	Program Objective	Program Goals through 1998	Funding Source	Responsible Agency	Time Frame
9. Section 8 Rental Assistance Payment/ Housing Vouchers	Provide rental subsidies to very low income families and seniors.	Pursue additional allocation of HUD subsidies to expand Section 8 assistance. Encourage apartment owners to list available units with the Housing Authority.	HUD-Section 8 Certificates and Housing Vouchers.	Port Hueneme Housing Authority.	Program ongoing.
10. Density Bonus Ordinance	Encourage development of housing for seniors and low income households through provision of density bonus or other equivalent incentives.	Inform applicants of opportunities for density increases.	Department Budget.	Community Development.	Program ongoing.
11. Second Unit Ordinance	Provide additional low cost housing opportunities in Port Hueneme.	Continue to implement second unit provisions.	Department Budget.	Community Development.	Program ongoing.
12. First-Time Homebuyer Program	Provide homeownership opportunities for low and moderate income households through provision of downpayment assistance.	Achieve 15 loans annually.	County HOME funds; Tax Increment.	Community Development.	Program ongoing.
13. Reverse Mortgage Program	Provide seniors with the opportunity to convert home equity into spendable cash while retaining home ownership.	Inform senior residents of the reverse mortgage programs provided by different lending institutions. Provide technical assistance to interested seniors.	Staff time.	Community Development.	Program ongoing

**Table H-9
Housing Program Summary**

Housing Program	Program Objective	Program Goals through 1998	Funding Source	Responsible Agency	Time Frame
Removal of Governmental Constraints					
14. Zoning Ordinance	Ensure City standards are not excessive and do not unnecessarily constrain affordable housing.	Amend Zoning map for key sites identified for residential uses should housing development be pursued on these sites.	Department Budget.	Community Development.	Amend Zoning on two key sites should residential development be pursued. Rezoning of Sites M and N is planned to occur after October 1, 2003.
15. Efficient Processing	Minimize project holding costs by simplifying processing procedures.	Periodically review processing procedures.	Department Budget.	Community Development.	Program ongoing
16. Modified Fees/ Development Standards	Provide flexibility in development fees and development standards to facilitate affordable housing.	Continue to offer reduced fee and development standards for density bonus projects.	Department Budget.	Community Development.	Program ongoing
Equal Housing Opportunity					
17. Fair Housing	Ensure that equal housing opportunities are provided to all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age or physical disability.	Continue to participate in the County Fair Housing Program. Cooperate with County's efforts to implement the recommendations of the Fair Housing Study.	CDBG.	Community Development; Ventura County CAO's office; Ventura County Fair Housing Council.	Program ongoing. County to Adopt Action Plan by 2001/ 2002.
Note: The Community Development Department encompasses Planning, Neighborhood Preservation, Building and Code Enforcement.					

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Author	Title	Date	Volume	Page	Notes
A. B. C.	12345	1900	1	100	Notes
D. E. F.	67890	1901	2	200	Notes
G. H. I.	11111	1902	3	300	Notes
J. K. L.	22222	1903	4	400	Notes
M. N. O.	33333	1904	5	500	Notes
P. Q. R.	44444	1905	6	600	Notes
S. T. U.	55555	1906	7	700	Notes
V. W. X.	66666	1907	8	800	Notes
Y. Z. A.	77777	1908	9	900	Notes
B. C. D.	88888	1909	10	1000	Notes
E. F. G.	99999	1910	11	1100	Notes
H. I. J.	00000	1911	12	1200	Notes
K. L. M.	11111	1912	13	1300	Notes
N. O. P.	22222	1913	14	1400	Notes
Q. R. S.	33333	1914	15	1500	Notes
T. U. V.	44444	1915	16	1600	Notes
W. X. Y.	55555	1916	17	1700	Notes
Z. A. B.	66666	1917	18	1800	Notes
C. D. E.	77777	1918	19	1900	Notes
F. G. H.	88888	1919	20	2000	Notes
I. J. K.	99999	1920	21	2100	Notes
L. M. N.	00000	1921	22	2200	Notes
O. P. Q.	11111	1922	23	2300	Notes
R. S. T.	22222	1923	24	2400	Notes
U. V. W.	33333	1924	25	2500	Notes
X. Y. Z.	44444	1925	26	2600	Notes
A. B. C.	55555	1926	27	2700	Notes
D. E. F.	66666	1927	28	2800	Notes
G. H. I.	77777	1928	29	2900	Notes

Table H-10
Summary of Five-Year Program Goals

Housing Goal	Income Category				
	Total	Very Low	Low	Moderate	Upper
Housing Construction (Regional Housing Need)	254	40	23	45	146
Housing Rehabilitation (Loans and Rebates)	335	115	110	110	—
Housing Conservation (Rent Subsidies, Casa Pacifica)	369	369	—	—	—
Total	958	524	133	155	146

Summary of the Year-Program Goals

Program Objectives			
Level of Effort	Time	Cost	Resources
High	10	10	10
Medium	10	10	10
Low	10	10	10
Very Low	10	10	10
None	10	10	10
Total			



General Plan

CITY OF PORT HUENEME

GENERAL PLAN

**CONSERVATION/OPEN SPACE/
ENVIRONMENTAL RESOURCES
ELEMENT**

City of Port Hueneme
250 N. Ventura Avenue
Port Hueneme, CA 93041
(805) 488-3625

Consultants to the City:
Cotton/Beland/Associates, Inc.
747 East Green Street, Suite 300
Pasadena, California 91101-2119

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CONSERVATION/OPEN SPACE/ ENVIRONMENTAL RESOURCES ELEMENT

Introduction California state planning law requires that every general plan include an open space element (Section 65302(e)) and a conservation element (Government Code Section 65302(d)). The open space element emphasizes the preservation of open space land specifically utilized for the preservation of natural resources, managed production of natural resources, outdoor recreation, and the public health and safety. The conservation element deals primarily with the preservation of natural resources including a discussion of water, energy, and animal/plant life.

While air quality has not yet been made a mandatory General Plan element by the State of California, the Ventura County Air Quality Management Plan (AQMP) contains specific requirements for air quality to be addressed by each municipal jurisdiction. This can be accomplished through development of a separate air quality element, or by integrating air quality as a sub-element within the appropriate sections of the General Plan or other documents.

Purpose of the Element: Open space to provide visual relief from urban congestion, to protect wildlife, to provide opportunities for recreation and to conserve resources is a high priority in Port Hueneme. This Element's purpose is to protect, conserve, and manage the City's natural and man-made open space resources.

The purpose of the Air Quality Sub-element is to provide guidelines and objectives for the City of Port Hueneme, consistent with the AQMP, to help improve local air quality conditions.

Scope and Content: Port Hueneme's Conservation/Open Space/Environmental Resources Element (COER) contains three sections: Issues Identification, Goals and Policies, and a Plan. Specific concerns, opportunities, and needs are examined in the Issues Identification section, formulating the base data to develop the element. Goals and policies are established to guide decision makers in future policy decisions regarding open space and conservation issues. The Plan provides specific measures to attain Port Hueneme's goals and policies.

Related Plans and Programs: A number of plans enacted through State legislation and other governmental bodies affect open space/conservation issues in Port Hueneme. A synopsis of relevant plans, programs, and other public policies follows.

California Environmental Quality Act (CEQA) Law and Guidelines: CEQA was adopted by the State Legislature in 1970 in response to a public mandate calling for a thorough environmental analysis of those projects that might adversely affect the environment. The provisions of the law, review procedures, and analysis of effects are described in the CEQA Law and Guidelines as amended. Proposed projects subject to CEQA must be evaluated for their potential effects on air quality, groundwater, water use, plant and animal life, energy consumption, and recreation. Other areas of environmental concern under CEQA, such as traffic and circulation, are closely linked with conservation issues (e.g. air quality). This Element's goals and policies will be applied on a project-by-project basis in accordance with CEQA.

Recreation, Park, and Open Space Standards and Guidelines (1983): The National Recreation and Park Association develops national standards for recreation, parks, and open space. Standards provide a national expression of recommended minimum facilities for communities, a guideline to determine land requirements for various types of parks, and a basis for relating recreational needs to location. These standards have generally been the most widely accepted and used standards of their type, especially by local governments.

Parks and Recreation Master Plan (1990): The Port Hueneme Parks and Recreation Master Plan provides primarily two types of information: a description of the existing recreation facilities and a plan to guide the future use and development of these facilities. The plan section outlines the physical improvements and maintenance that needs to occur at each facility, plus costs associated with each action. The report, although never adopted by the City council, provided significant information about the existing park system. As a result, the Master Plan was utilized as the base data source to create the parks and recreation portion of this element.

Urban Water Management Plan (1990): The City of Port Hueneme was required to prepare an Urban Water Management Plan as authorized by the Urban Water Management Planning Act. The Act requires that water purveyors utilizing more than 3,000 acre feet of water adopt an urban water management plan. The plan must include estimates of past, current, and projected water use; water conservation measures being practiced and those proposed; water sources and supply outlook; water management programs to implement in the next five years; and a discussion of the frequency and magnitude of supply deficiencies.

Fox Canyon Groundwater Management Agency Ordinance 5 (1990): Ordinance 5 requires all users of groundwater supplies, managed by the Fox Canyon Groundwater Management Agency, to reduce their pumping. The reduction is based on a formula requiring the agency to reduce their water consumption in 5% increments. Ultimately, each agency will achieve a 25% reduction in water consumption.

Evaluation of Alternative Future Water Supply Strategies (1992): This study evaluates alternative future water supply strategies to meet the City's water supply and quality goals. The alternatives are evaluated on both economic and non-economic factors, including: project costs, cost-effectiveness, reliability, ease of implementation, and institutional issues.

Americans with Disabilities Act, Pub. L. 101-336 (1990): The Act provides comprehensive civil rights protections to individuals with disabilities in the areas of employment, public accommodations, State and local government services, and telecommunications.

***Conservation/
Open Space/
Environmental
Resources Inventory
and Issues Identification***

Open space lands are important for the preservation of natural resources, managed production of resources, outdoor recreation, and the public health and safety. This Element explores significant open space, recreation lands, and natural resources in the community.

Timber and Agricultural Resources: There are no timber or agricultural resources in Port Hueneme, so this element does not include a discussion of those issues. Most of the trees in the City are imported nonnative species planted for shade and landscaping purposes. The City does not contain available land for large-scale agricultural production or livestock grazing. Long before urbanization, portions of the Port Hueneme area were used for agricultural purposes; however, all of the land so used has since been developed.

Biological Resources: Port Hueneme, surrounded by the City of Oxnard, a county island, and the Pacific Ocean, is approaching build-out with little vacant land remaining. As a result, the only native biological resources are located within the undeveloped coastal area.

Terrestrial Biology: Port Hueneme is almost completely urbanized. The urban landscape includes non-native species of plants and smaller rodents and birds which have adapted to the city environment. However, the frequent disruptions caused by urban activities and frequent cultivation of plant life make these plant communities less than an ideal habitat for wild animals.

Due to the community's urban landscape, the coastal strand remains Port Hueneme's primary biological habitat. The beach, west of Parking Lot C at the terminus of Oceanview Drive, is characterized by a combination of public improvements and coastal strand. The improved portions of Hueneme Beach are vegetated by a variety of ornamental and non-native plant materials able to tolerate shoreline characteristics (unstable, dry, infertile substrate, persistent wind, high light, evaporation, and sea salt aerosol). The flat portion of the beach is devoid of terrestrial plants.

The portion of Hueneme Beach between the terminus of Oceanview Drive and the "J" Street and flood control channel is characterized by a combination of ruderal land, foredunes and backdunes, and coastal strand. Southern foredunes and backdunes are recognized by the California Department of Fish and Game (CDFG) for their value as potential habitat for a variety of plant and wildlife. Southern foredunes are rated S1.1 by CDFG, the highest rating for preservation, while backdunes are rated slightly less at S1.2. Ruderal land, on the other hand, is not rated by CDFG and is composed chiefly of barren soil and non-native weeds characteristic of historic and ongoing disturbances. As with the balance of Hueneme Beach Park, the sandy portions of the beach are devoid of terrestrial plants.

Several species of animals inhabit the coastal strand, including the California legless lizard, California meadow mice, pocket gophers, and the cottontail and black-tailed hare. The coastal strand is also utilized by numerous bird species, especially gulls and certain shorebirds which spend long hours resting and/or feeding on the sandy beaches. Typical bird species found on the strand include pigeons, doves, blackbirds, starlings, certain sparrows, killdeer, horned larks, and gulls.

Several sensitive species are known to utilize or have been reportedly observed in the coastal strand, foredunes, backdunes, and watercourses at the southeasterly portion of Hueneme Beach Park (between the easterly terminus of Oceanview Drive and the "J" Street drainage canal). In addition, Hueneme Beach Park is adjacent to important plant and wildlife habitat in the Ormond Beach area of Oxnard. Sensitive plants that are known or reportedly occur in the wetlands of Ormond Beach include the salt marsh bird's beak, Ventura marsh milk vetch and red sand verbena; sensitive wildlife includes the burrowing owl, California horned lark, California least tern, California brown pelican, American peregrine falcon, Belding's savannah sparrow, Western snowy plover, caspian tern, elegant tern, double-crested cormorant, black-shouldered kite, long-billed curlew, wandering skipper butterfly, southern California salt marsh shrew, black-tailed jackrabbit, globose dune beetle, salt marsh skipper and tidewater goby.

Marine Biology: The submarine topography immediately adjacent to the City is composed of a gently sloping, sandy bottom extending seaward approximately 1.5 miles to the 10-fathom line. Moving progressively deeper, a greater percent of mud is encountered, along with some shell fragments. The dominant submarine topographical feature of the area is Hueneme Canyon, a deepwater area approaching to within several hundred yards of shore.

The other important feature of this area is Port Hueneme itself, which was formerly an area of undisturbed wetlands supporting animal and plant associations. Its conversion into a usable port necessitated construction of wharves, breakwaters, and other structures which changed not only the harbor itself, but also the coastal zone. Breakwaters now provide an artificial rocky habitat.

The primary types of plant and animal habitats presently found within the study area include: a sandy beach surf zone, extending from the upper shore-washed beach to just seaward of the breaker line; a sandy muddy area beginning at the terminus of the surf zone and gradually sloping into deeper water; the Hueneme Canyon, an area where primarily deepwater or northern species may be found relatively close to shore; the overlying water mass, supporting primarily pelagic organisms; the Port Hueneme Harbor itself; and all the artificial solid substrate -- including the breakwater, retaining walls, and outfalls.

Marine species in the Port Hueneme area include three primary types: Surf and Bay Fishes, Shallow Water Fishes, and marine mammals.

- **Surf and Bay Fish** - The most abundant fish are Northern anchovies, the primary food for virtually all large fish-eating carnivores in Southern California. Northern anchovies are ubiquitous, locally forming large, dense schools. Deepbody and Slough anchovies are also ubiquitous in their distribution, but not nearly as abundant as the Northern anchovy.

Silversides (California grunion, Jacksmelt, and Topsmelt) also figure prominently in the nearshore region. All are schooling fish, and may be locally abundant. Silversides are forage fish for other species.

The most important surf and bay fishes from a sportsman's point of view are the croakers and surfperches. Barred and Walleye surfperch, California corbina, and Spotfin croaker are the dominant, and the most sought-after, surf zone fishes. All of these species spawn in relatively shallow water along the shore or in bays.

- **Shallow Water Fishes** - the present trawl data are sufficient to establish fish species dominance in shallow waters (from roughly 10 to 40 feet). Data suggest that surfperches are dominant in this zone, as they are in the surf zone. Drums are also important, although not as much in this zone as in the surf. The most important sportfishes are the Barred, Walleye, and White surfperches and White croaker. Other species are not normally included in the fisherman's bag, either because of small size or unpalatability.
- **Marine Mammals** - The Harbor seal and California sea lion are occasionally seen in the area. California sea lions, in particular, feed in the offshore areas and haul up on the rocks of the jetty at the harbor mouth.

Riparian Corridor: The Bubbling Springs Creek, initially designed as a flood control channel, has undergone improvements to become part of the City's Recreation Corridor. a number of native and introduced plant species have been established in, and adjacent to, the watercourse, creating an environment suitable for animal life. Many water birds now utilize the area for resting and feeding. In addition, crayfish, small fish and frogs can be found in the creek.

Rare and Endangered Species: Five sensitive species and two sensitive vegetative habitats reportedly occur within Port Hueneme at the southeasterly end of Hueneme Beach Park. Sensitive species include the burrowing owl, California horned lark, Belding's savannah sparrow, California least tern, and Western snowy plover; sensitive habitats include the southern foredune and southern backdune scrub. Of these, the least tern, snowy plover and associated dune habitats are particularly relevant to Port Hueneme.

The least tern is classified as both Federal and State Endangered. The Western snowy plover, on the other hand, is classified as Federal Threatened and a State Species of Special Concern. Least terns are known to nest within Ormond Beach, downcoast of Port Hueneme, and have been observed resting in the dunes and night roosting along the coastal strand at the southeasterly end of Hueneme Beach. Snowy plovers have been observed resting and foraging within the foredunes and backdunes, but no nests are known to exist within Port Hueneme. Both birds have been observed foraging in the "J" Street drain and adjacent wetlands within the City of Oxnard.

The burrowing owl and California horned lark are both classified as a State species of Special Concern and reported sightings have placed these species within ruderal portions of southeasterly Hueneme Beach Park. Field reconnaissance surveys in 1991 and 1993 failed to substantiate the presence of either bird. The type structure generally suited to the burrowing owl for nesting and protection (burrows in steep areas) is not present within Hueneme Beach Park. Horned larks, on the other hand, are known to occur in a variety of habitat types and maintain no feature that is particularly critical to its life history.

Finally, the Belding's savannah sparrow is classified as endangered and unverified reports have placed this bird within Hueneme Beach Park. The Belding's savannah sparrow ranges from Santa Barbara County south to Baja California and nests in salt marsh habitats dominated by pickleweed. This species is commonly observed within the salt marsh habitats of nearby Ormond Beach. However, it is unlikely that this species uses Hueneme Beach except as a transient to another foraging location in the local area. The California Department of Fish and Game has identified California marsh as critical habitat for the Belding's savannah sparrow. There is no suitable salt marsh or Salicornia within Port Hueneme.

Open Space Recreational Resources: Port Hueneme's open space and recreation resources include the beach strand, parks, schools, and community facilities. Combined these resources offer the community's residents a number of recreational opportunities.

These resources are described in the following section.

Beach Strand: The Pacific Ocean and the adjoining beach, known as the Hueneme Beach Park, are two of the most notable and important natural resources for the City of Port Hueneme. The beach provides a wide variety of passive and active public recreation opportunities from sunbathing to swimming.

Continuing to protect and preserve the shoreline, to protect public views, and to improve public access are desired goals of both the City and California Coastal Commission. The California Coastal Act requires:

- The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Development shall be sited and designed to protect public views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.
- Maximum public access must be provided to coastal beaches. Further, recreational opportunities are to be provided consistent with protecting the public's safety, maintaining the rights the public, protecting the rights of private property owners, and preserving natural resource areas from overuse.

As a result of these mandates and community concern, both ocean vistas and shoreline access are recognized as valuable resources in Port Hueneme. Ocean vistas in Port Hueneme include views along Surfside and Ocean View Drives. Both the California Coastal Act and California Environmental Quality Act review new development proposals for their effect on visual resources. Specifically, the Environmental Checklist, completed in compliance with CEQA, requires a jurisdiction to determine if the project results in the obstruction of any scenic vista or view open to the public, or if the proposal will result in the creation of an aesthetically offensive site open to public view.

Hueneme Beach Park follows the coastline, allowing the public unrestricted access to the beach. Non-vehicular (i.e., pedestrian and bicycle) access to the beach park from the residential neighborhoods in the central portion of the community is provided by the Bubbling Springs Recreation Corridor. However, pedestrian access from the City to the oceanfront adjacent to the Naval Civil Engineering Laboratory (NCEL) is limited.

The Master Plan for Hueneme Beach Park proposes to provide access to the entire beach by locating a bike/pedestrian path along the beach to the view point/lighthouse at the port entry. Both the NCEL and Port of Hueneme currently restrict access from the City to the harbor and oceanfront for security and safety reasons, such as:

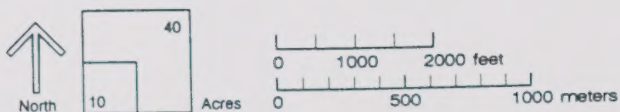
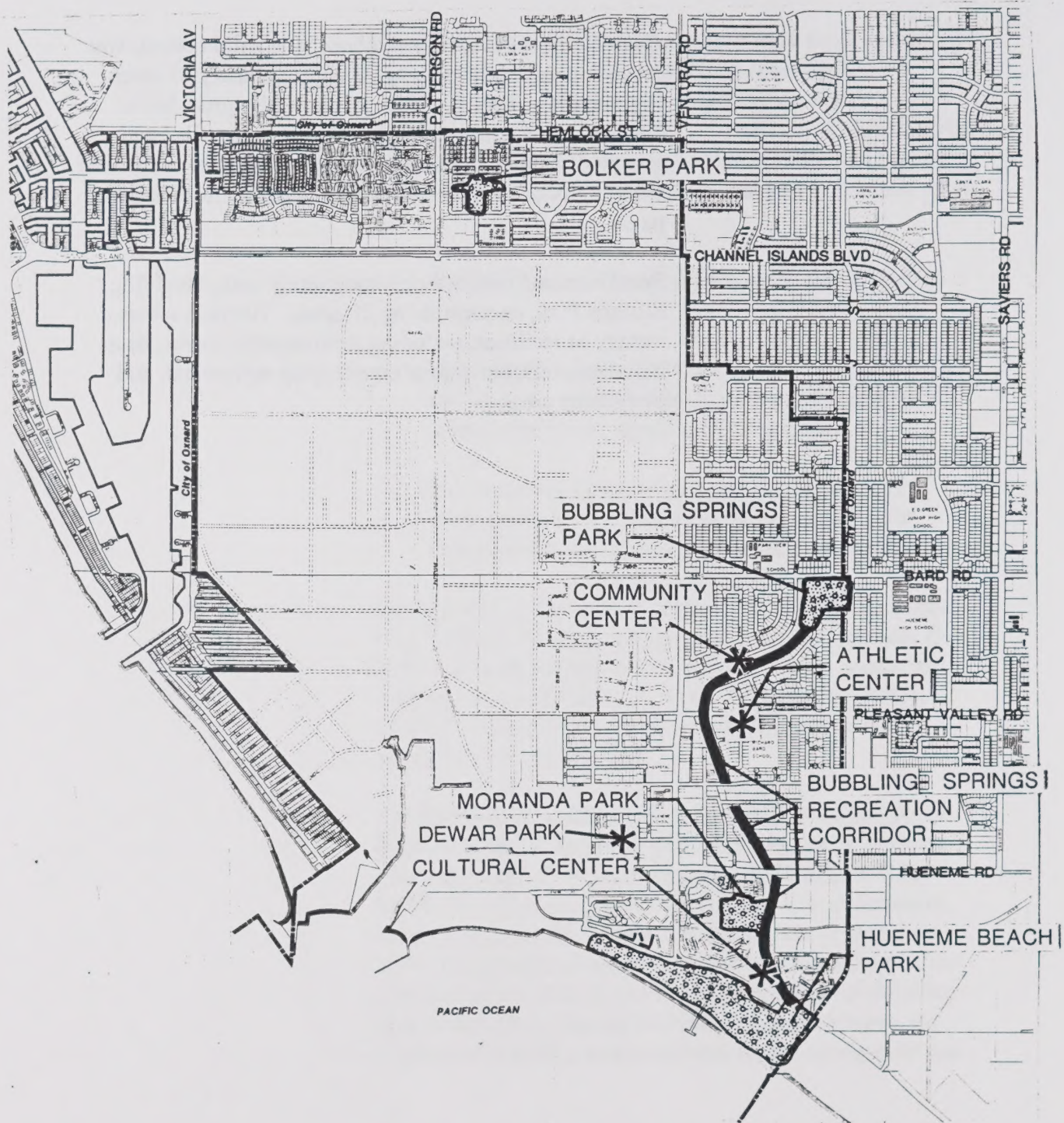
- The NCEL must remain secure from outside intruders.
- The compatibility of Port operations (i.e. unloading and loading) and individuals utilizing the proposed bikeway/walkway needs to be explored.
- If a seawall is constructed along the breakwater to allow pedestrian access, there is the potential for pedestrians to be injured during high ocean tides.

Parks and Recreation: The City of Port Hueneme Department of Recreation and Community Services operates five park sites, a recreation corridor, a community center, an athletic club, and a cultural center. (See Figure COER-1) These facilities offer diverse recreation opportunities throughout the community.

The National Recreation and Park Association has established a series of standards to help communities evaluate land requirements for various kinds of parks (see Table COER-1). These standards classify parks as community, neighborhood, mini, regional/ metropolitan, regional reserve, linear, special use or conservancy depending on the size and activities at the park site. Based on this classification system, Port Hueneme contains four park types, including community, neighborhood, linear, and special use.

Community parks serve neighborhoods within one to two miles and generally encompass approximately 25 acres. Both active and passive uses are generally provided at these parks, offering recreation opportunities for large groups of people. Field sports, picnicking, play areas, and community centers are commonly found at these large parks.

Port Hueneme contains one community park, Bubbling Springs Park, encompassing 21 acres. The park offers a variety of facilities, including a community center, baseball diamonds, par-fitness course, play equipment, and picnicking area.



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Source: City of Port Hueneme, Draft Parks & Recreation Master Plan, March 1990
Note: Potential trail linkages with the City of Oxnard may be possible along Bard Road, the railroad right-of-way, and the beach areas.

**Figure COER-1
Recreation Facilities**

**Table COER-1
Park Standards**

Type of Park	Use	Service Area	Desirable Size	Desirable Site Characteristics
Neighborhood Park/ Playground	Area for intense recreational activities, such as field games, court games, crafts playground apparatus area, skating, picnicking, wading pools, etc.	1/4 to 1/2-mile radius to serve a population up to 5,000 (a neighborhood)	15+ acres	Suited for intense development. Easily accessible to neighborhood population -- geographically centered with safe walking and bike access. May be developed as a school-park facility.
Community Park	Area of diverse environmental quality. May include areas suited for intense recreational facilities, such as athletic complexes, large swimming pools. May be an area of natural quality for outdoor recreation, such as walking, viewing, sitting, picnicking. May be any combination of the above, depending upon site suitability and community need.	Several neighborhoods. 1 to 2 mile radius.	25+ acres	May include natural features, such as water bodies, and areas suited for intense development. Easily accessible to the neighborhood served.
Linear Park	Area developed for one or more varying modes of recreational travel, such as hiking, biking, snowmobiling, horse-back riding, cross-country skiing, canoeing and pleasure driving. May include active play areas.	No applicable standard	Variable	Built of natural corridors, such as utility rights-of-ways, bluff lines, vegetation patterns, and roads, that link other components of the recreation system or community facilities. Such as school, libraries, commercial areas, and other park areas.
Special Use	Areas for specialized or single purpose recreational activities, such as golf courses, nature centers, marinas, zoos, conservatories, arboreta, display gardens, arenas, outdoor theaters, gun ranges, or downhill ski areas, or areas that preserve, maintain, and interpret buildings, sites and objects of archaeological significance. Also plazas or squares in or near commercial centers, boulevards, parkways.	No applicable standard.	Variable	Within communities.

Source: *Recreation, Park and Open Space Standards and Guidelines*, National Recreation and Park Association, 1983.

Neighborhood Parks are typically smaller in size than community parks, ideally covering 15+ acres. The park serves the immediate neighborhood within one-fourth to one-half mile. These parks typically include areas for intense recreation, such as play fields and courts.

Bolker and Moranda Parks are both small neighborhood parks, encompassing four and eight acres respectively. Table COER-2 outlines the facilities available at the City's neighborhood parks.

Linear parks are designed for recreational travel. These parks may include trails for hiking, biking, snowmobiling, horseback riding, or cross-country skiing.

The Bubbling Springs Recreation Corridor contains a shared bicycle and pedestrian path which runs along the course of the Bubbling Springs Waterway. The corridor links Bubbling Springs, Moranda, and Hueneme Beach Parks. The trail is utilized for jogging, walking, and bicycling.

Special use parks are areas for specialized or single-purpose recreational activities. Hueneme Park, the largest park in Port Hueneme, covers 50 acres which includes the beach and a 1,240-foot fishing pier. Sport fishing is a favorite on the pier and picnicking/barbecuing on the beach. Sand volleyball courts are also available on the beach. (See the Safety Element for policies to ensure continued safety at Hueneme Park and the ocean).

Dewar Park located between Market and Scott Streets encompasses less than 1/4 acre of land. The park contains benches providing residents a place to sit and relax.

School sites can offer additional acreage for recreational purposes. There are four elementary school sites within the City, each of which may have potential for some shared recreational use by City residents outside of school hours.

PARK SITES	Acres	Facilities											
		Picnic Tables & Barbeques	Play Equipment	Half-Court Basketball Court	PAR-Fitness Course	Little League Diamonds	Little League T-ball Field	Community Center	Bike Path	Softball Fields	Tennis Courts	Horseshoe Pits	Volleyball Courts
Bolker Park	4	X	X	X	X								
Bubbling Springs Park	21	X	X		X	X	X	X	X				
Moranda Park	8									X	X	X	X
Hueneme Beach Park	50	X	X						X			X	
Bubbling Springs Recreation Corridor	7								X				
Dewar Park *	0.12												
Total	90.12												

- **Sunkist School**, located at the intersection of Teakwood Street and Ventura Road, occupies a site of 10 acres of which about half is developed. The remainder is used for play areas.
- **Parkview School**, located at Bard Road and Sixth Place, occupies a site of 9.7 acres. About half is developed and the remainder has playground equipment and two baseball diamonds which are somewhat outdated. The location of this site, in close proximity to Bubbling Springs Park, makes joint use a particularly desirable option.
- **Bard School**, is located on the south side of Pleasant Valley Road to the west of Florence Avenue. The school site comprises 10 acres of which about half are developed. There was at one time a Joint Powers Agreement between the City and the School District regarding the use of the Bard School site for parking for the adjacent Athletic Center/Boys and Girls Club.
- **Hueneme School** is located at the intersection of Ventura Road and Clara Street. With 6.4 acres this site is probably constrained in terms of new uses. However, the play areas include a number of active recreation facilities such as basketball courts which are somewhat outdated. There may be some mutual benefit in the sharing of improvement costs in return for shared use.

Preliminary contact with the School District indicates a favorable disposition on their part for the formation of future joint use agreements.

The *Port Hueneme Community Center* adjacent the Bubbling Springs Recreation Corridor in eastern Port Hueneme contains a variety of facilities. The Center's largest facility is an auditorium with a stage and seating capacity of 350. Other facilities include two meeting rooms, two kitchens, a senior citizen's room with adjacent kitchen, a staff office, and rest rooms.

The *Athletic Center/Boy's and Girl's Club* is located in the eastern portion of Port Hueneme adjacent Bard Elementary School. The facility was constructed under a joint powers agreement between the City and Port Hueneme Boys' and Girls' Club for shared use and operation/maintenance of the facility. As a result, the facility provides a number of programs catering to youth ages 7-17 years.

The facility contains an indoor gymnasium for basketball and volleyball, weight room, racquetball/handball court, sauna, locker rooms, games room, workshop, library/meeting room, kitchen, offices and rest rooms.

The *Dorill B. Wright Cultural Center* is located in the southern portion of the community near the Bubbling Springs Recreation Corridor. The Center includes a theatre, multipurpose areas, support facilities, and an outdoor patio area. The theatre can accommodate an audience of up to 564 people with the arrangement of fixed and moveable seating. Multipurpose areas are designed for banquets, conferences, and all types of meetings, and support facilities include a catering kitchen, dressing rooms, and a "green room".

The *Naval Construction Battalion Center (CBC)* encompasses over 57 percent of the City's land and employs over 13,000 employees earning the facility's reputation as the single most significant enterprise within Port Hueneme. The CBC contains an extensive array of recreational amenities ranging from softball fields through to more unusual facilities such as a roller skating rink. The range of facilities available includes:

- Softball fields (2);
- Tennis courts;
- Golf course - presently nine holes, being extended to eighteen holes at present;
- Swimming pool;
- Gymnasium;
- Roller skating rink;
- Bowling alley;
- Youth recreation center for 6 to 18 year olds;

- Community recreation center;
- Theater
- Library;
- Arts and crafts center;
- Hobby shops;
- Child care facility

At present, access to these facilities on a regular basis is limited to active duty military personnel and their dependents, retired military personnel, and Department of Defense civilian employees and their dependents. In addition to the annual SeaBee day, on which the base opens for general public visitation, the only current nonmilitary service related use of recreation facilities are golf tournaments open to public and military personnel participants, and use of softball facilities by some youths from the surrounding area who are admitted in order to make up sufficient numbers for Navy to operate a Youth Baseball League.

Private Recreation Facilities are included in a number of the City's large private residential communities concentrated in particular in the northern area and along the oceanfront. Nearly all of them provide some level of recreational facilities often including tennis courts and a small swimming pool. One of the condominium developments - Hueneme Bay - has a nine-hole putting course and a recreation building including a large swimming pool.

In addition to the residential developments' recreation facilities, there are a few commercial businesses in the City, such as the Channel Islands Athletic Club, which extend the range and availability of recreational opportunity in the City. The most significant feature of all the private recreational facilities in the City is that they cater primarily to adult recreational use. The two types of recreational activity least served by private recreation are children and family oriented activities, and group activities - particularly popular active sports activities.

Service organizations, such as the Women's Club and Veterans of Foreign Wars, also have meeting facilities that may be utilized by the public. These facilities offer community residents alternative locations to host meetings, receptions, and public affairs.

Although private recreation facilities cannot satisfy the need for public parks and recreation facilities, they clearly do contribute to the overall recreational opportunity in the City. In particular, the high number of tennis courts within residential complexes seems to ensure that additional public courts beyond those already in existence at Moranda Park are not necessary.

Evaluation of Existing Conditions: Port Hueneme's recreation facilities offer the community's residents diverse recreational opportunities. One measure to evaluate a park system is to examine the amount of parkland per 1000 residents (See Table COER-3) The City contains approximately 90 acres of local parkland which allows the community to well satisfy a standard of three acres of local parkland per 1000 residents.

**Table COER-3
Existing Park Acreage***

Area Required		Existing Parkland	Surplus/ Shortfall
Population	Area needed at 3 Acres/1000		
20319	61 acres	90 acres	+29 acres

Population figures include base resident population; however, existing parkland acreage does not include on-base parkland.

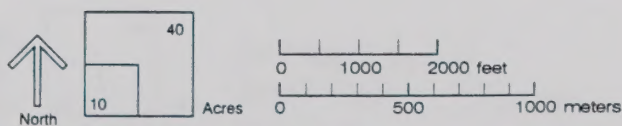
In addition, park land is fairly well distributed throughout the City (See Figure COER-2). Each park classification has a related service area based on the size of the park, 1 ½ mile radius for a community park and 1/4 mile radius for a neighborhood park. According to these standards, almost all of Port Hueneme's residential neighborhoods are well served by parkland. However, some of the City's northern neighborhoods are not included within a parks service area.

Financial Resources: Funding sources for public recreation facilities, programs, or services are limited within most communities including Port Hueneme. Concurrently, many improvements identified within the Master Plan require large financial expenditures. The Draft Parks and Recreation Master Plan, 1990, identified \$3,002,600 in capital expenditures needed for parks and cultural facilities between 1990 and 2000. Yearly operation and maintenance costs are estimated in the same plan at approximately \$1,680,000. The dilemma is to provide adequate recreational facilities with limited funds.

Long-Term Maintenance and Operation: Financial and organizational concerns arise as facilities age. Without adequate upkeep, new facilities require extensive repairs. However, a high quality maintenance program requires substantial financial and organizational support. Provisions to maintain and operate recreational sites needs to be addressed.

Surrounding Jurisdictions: Public recreation does not conform to political boundaries. All park facilities belong to the people of California and efforts to restrict access have been uniformly defeated. Consequently, the attraction capability of a specific activity or resource becomes the dominating factor that dictates demand and attendance.

Residents in Port Hueneme can attend events hosted by the City of Oxnard and vice versa. However, the use of facilities and services by residents outside the community can contribute to over-crowding and over-use. However, the proper joint use of facilities and services can expand recreational opportunities for both communities.



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Source: Cotton/Beland/Associates, Inc.

Note: Service areas are based strictly on park acreage totals, and other amenities at individual park sites may attract additional individuals to the site. As a result, the service area for Moranda Park may actually be larger than graphically depicted.

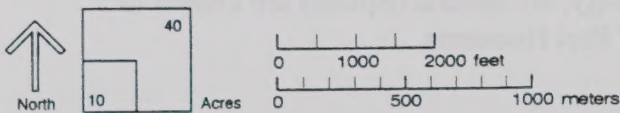
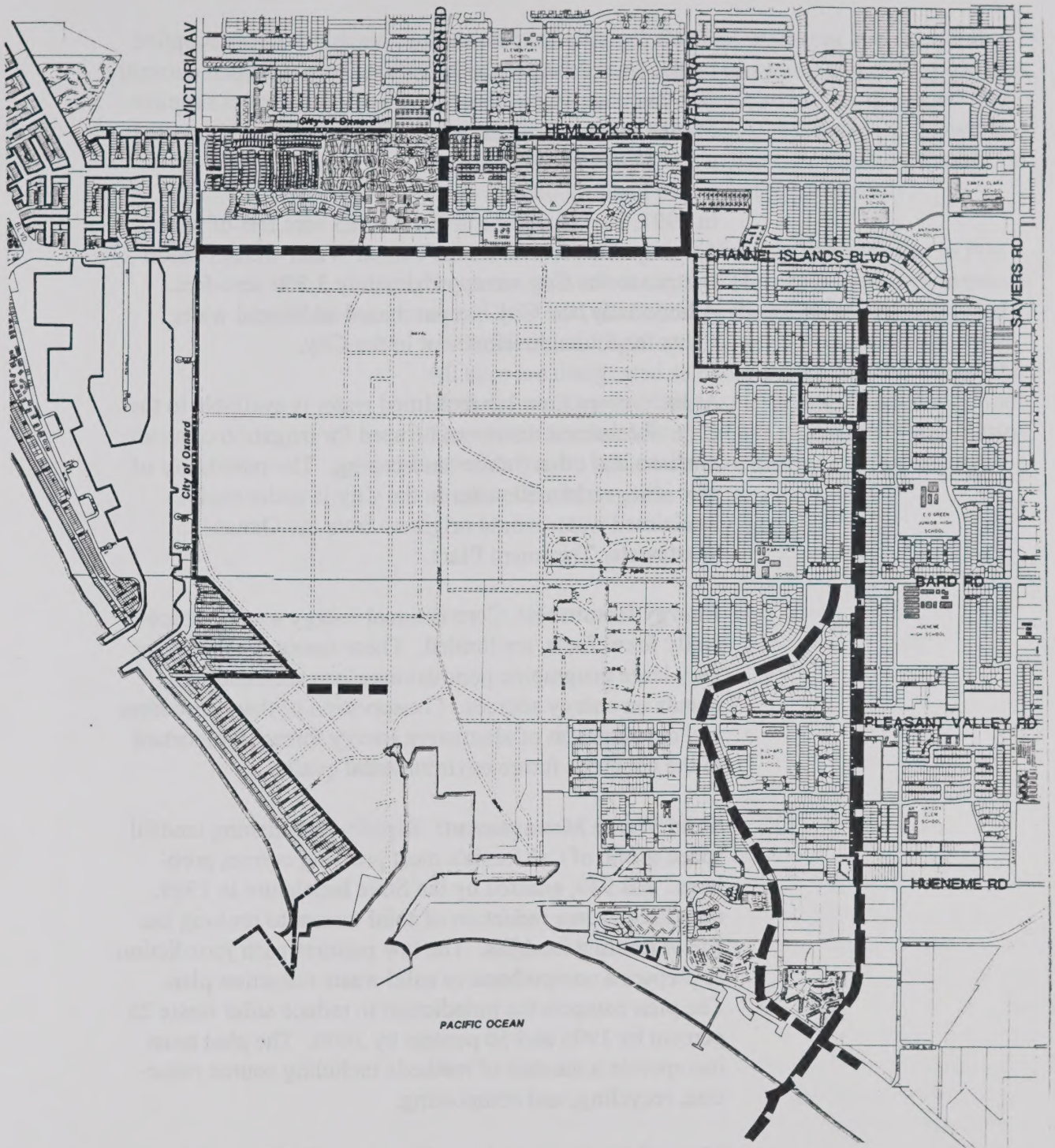
Figure COER-2
Distribution of Park Land

Child Care Needs: Women have historically been the primary caretakers of children in U.S. society. This precedent has radically changed during the past three decades. Today, both parents typically work to financially support the family.

Both parents or a single mother/father working has created a number of new family issues, with child care being one of the most pressing. Limited options and the high cost of child care have created a serious problem. As a result, local parks and recreation facilities are increasingly becoming afternoon babysitters for many children.

Water Resources: The Water Resources section is comprised of both a discussion of water courses and water supply.

Water Courses: The five water courses that traverse the City of Port Hueneme are illustrated in Figure COER-3. The most notable water course in the City, Bubbling Springs Creek, begins on the City's eastern border and empties into the Ocean. A recreation corridor adjacent the Bubbling Springs Creek connects three parks and provides public access to Hueneme Beach Park. The remaining five water courses include four improved channels located on J Street, Channel Islands Boulevard, Patterson Road and Ventura Road; and an approximately 2000-foot ditch on the Navy Construction Battalion Center.



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Source: Cotton/Beland/Associates, Inc.



**Figure COER-3
Water Courses**

Water Supply: Port Hueneme's potable water is supplied by the United Water Conservation District, which currently (1992) obtains all of its water from groundwater supplies. In previous years, the water district has utilized imported water supplies.

In 1991, Port Hueneme utilized 2,683 acre feet of water. Annual allocations from the United Water Conservation District to the City are approximately 3,500 acre-feet. Additionally, the City has purchased additional water rights for future development in the City.

At the present time, no reclaimed water is available to the City. Reclaimed water can be used for irrigation of street medians and other public landscaping. The possibility of providing reclaimed water to the City is under study. Reclaimed water would originate from the Oxnard Wastewater Treatment Plant.

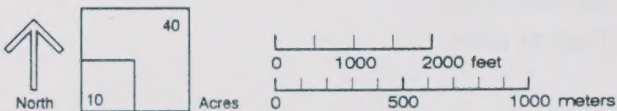
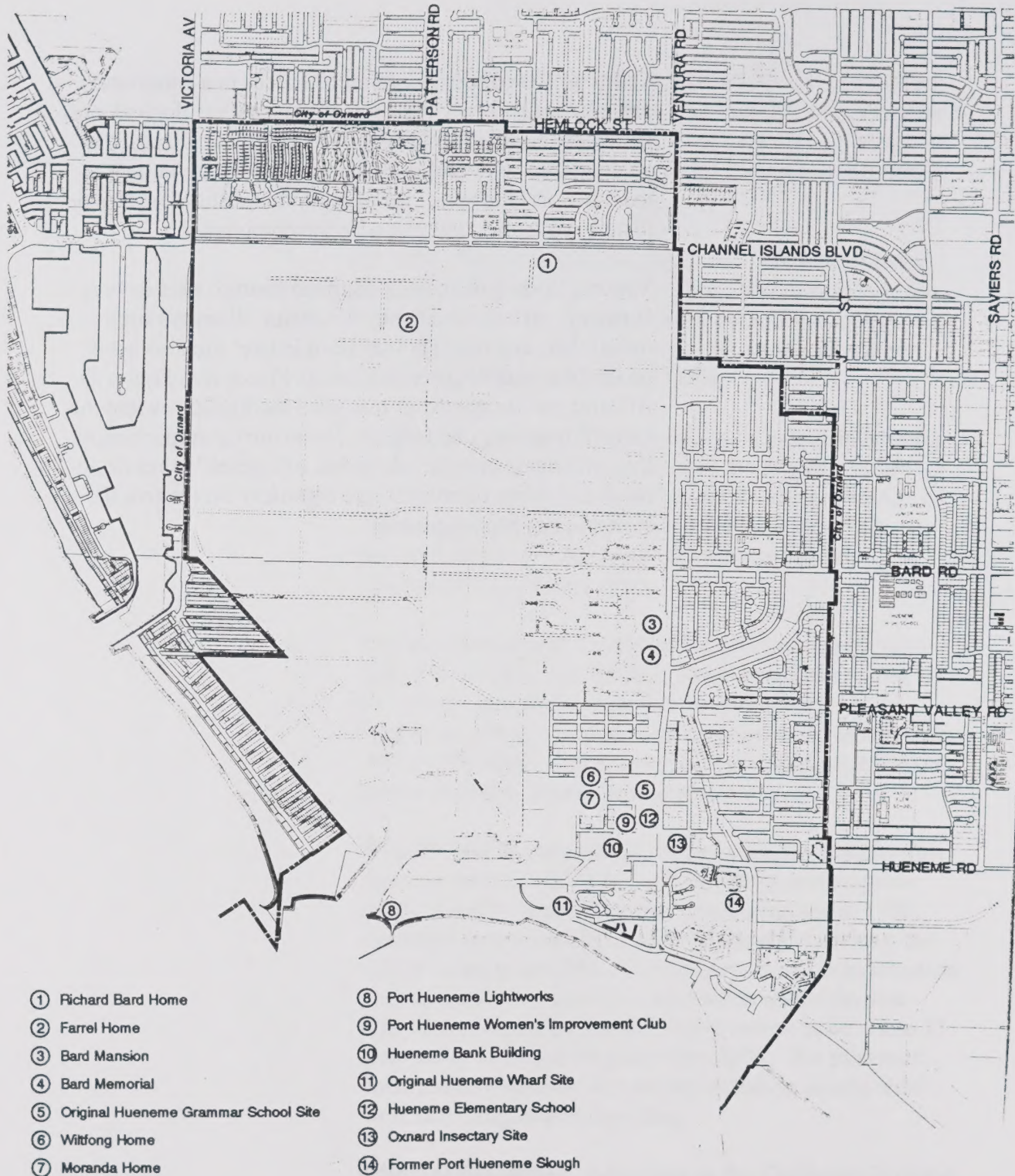
Energy Resources: Conventional energy sources, especially fossil fuels, are limited. These resources shared by very large geographic populations place enormous demands on energy sources. Conservation of these resources and development of alternative energy forms is important to the country's future environmental quality.

Solid Waste Management: Rapidly diminishing landfill space is one of California's most pressing current problems. AB 939, enacted by the State legislature in 1989, mandates source reduction of solid wastes to prolong the life of existing landfills. The law requires each jurisdiction to prepare a comprehensive solid waste reduction plan. The plan compels the jurisdiction to reduce solid waste 25 percent by 1995 and 50 percent by 2000. The plan must incorporate a number of methods including source reduction, recycling, and composting.

Mineral Resources: According to the California Division of Mines and Geology, no mineral deposits are known to exist in the City of Port Hueneme.

Cultural Resources: Cultural resources in a community can encompass many things, including archaeological sites and artifacts, fossils and historic structures or places. No paleontological or archaeological resources are known to exist in Port Hueneme. As a result, this section focuses on historic structures and places in the community.

Ventura County recognizes fourteen historic sites in Port Hueneme, two of which, the "Hueneme Women's Improvement Club" and the "Thomas Bard Estate" are also listed on the National Register of Historic Places (see Figure 4). All sites are designated as historical landmarks, except the Oxnard Insectary and Original Hueneme Grammar School Site, which are considered "points of interest" (sites designated as "points of interest" are historical sites where the structure has been removed).



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Source: City of Port Hueneme, April 1992

Note: The Oxnard Insectary Site and Original Hueneme Grammar School Site are designated as "Points of Interest".

Figure COER-4
Historical Landmarks

GOAL 1: PROTECT THE REMAINING NATIVE AND NON-NATIVE PLANT AND ANIMAL SPECIES IN THE CITY.

Policy 1-1: Establish resource protection policies in the Local Coastal Program in recognition of sensitive plant and animal species that occur at the southeasterly end of Hueneme Beach Park.

Policy 1-2: Consider marine resources in coordination with state and federal agencies.

Policy 1-3: Maintain non-native plants utilized in landscaping throughout the City.

Policy 1-4: Conserve marine and animal/plant life in the Bubbling Springs Recreation Corridor.

GOAL 2: PRESERVE REMAINING OPEN SPACE AREAS AND MAINTAIN RECREATIONAL FACILITIES.

Policy 2-1: Protect prominent public view corridors in Port Hueneme.

Policy 2-2: Continue to provide public access to the Hueneme Beach Park.

Policy 2-3: Pursue the development of a bike/ pedestrian path along the beach to the view point/ lighthouse at the port entry.

GOAL 3: PLAN FOR, DEVELOP, AND MAINTAIN A SYSTEM OF LOCAL PARKS AND RECREATION FACILITIES, AND PARKS-RELATED COMMUNITY SERVICE FACILITIES WHICH MEET THE NEEDS OF THE RESIDENTS OF PORT HUENEME.

Policy 3-1: Maintain a phasing plan prioritizing the schedule for parks and recreation facilities development.

Policy 3-2: Where appropriate, ensure public involvement in parks planning and design to facilitate implementation of a program meeting community needs.

Policy 3-3: Conduct a periodic update of the recreation and community services needs analysis.

Policy 3-4: Monitor usage of public recreation facilities to ensure appropriate and adequate provision of a range of recreation opportunities.

Policy 3-5: Prepare a prioritized phasing plan outlining the significant maintenance operations to community facilities, including upgrading of the Community Center, renovations to the Cultural Center, repairs to the Boys and Girls Club and repairs to any new facilities such as daycare facilities.

Policy 3-6: Monitor parks maintenance in the light of development of new technology and management techniques, and assessing the cost effectiveness of in-house as opposed to contracted work crews.

Policy 3-7: Monitor and implement as appropriate the development of water saving technology and management practices.

Policy 3-8: Establish a monitoring program to ensure efficient irrigation and fertilization schedules.

Policy 3-9: Establish a tree pruning/removal/ replanting program.

Policy 3-10: Ensure adequate access for handicapped persons to parks and recreation facilities as specified by the American Disabilities Act.

Policy 3-11: Maintain the Bubbling Springs Recreational Corridor for bicycle and pedestrian use serving both recreational and non-vehicular circulation needs.

Policy 3-12: Consider acquisition of a mobile recreation unit, such as a delivery van which would be equipped with recreation equipment to visit any of the City's park sites offering recreational programs without incurring permanent facility costs.

Policy 3-13: Develop, on an ongoing basis, cooperative ties with any relevant agencies for the future joint operation of recreation and community service facilities and programs, including the School District and the Navy.

Policy 3-14: Coordinate with surrounding jurisdictions, such as the City of Oxnard, to provide a balanced recreation system.

Policy 3-15: Study the extent of park use by non-City residents.

Policy 3-16: Contact the City of Oxnard to study the feasibility of linking Port Hueneme and Oxnard's bicycle trails.

Policy 3-17: Conduct regular maintenance inspections of facilities to preserve resources and ensure high quality recreation opportunities for residents. (See the Safety Element for safety measures regarding public parks).

GOAL 4: OPERATE AND MAKE AVAILABLE TO THE RESIDENTS OF PORT HUENEME A VARIETY OF RECREATION AND COMMUNITY SERVICE PROGRAMS WHICH MEET THE NEEDS OF ALL SECTIONS OF THE CITY'S POPULATION.

Policy 4-1: As financially feasible, operate a range of recreational, educational, cultural, and leisure programs on a year round basis, charging registration fees to help cover operating costs.

Policy 4-2: Establish community partnerships for setting up and running programs with groups such as the Boys and Girls Club, the Little League, and the School District.

Policy 4-3: Monitor usage of public recreation programs to ensure appropriate and adequate provision of a range of recreation opportunities.

Policy 4-4: Collaborate with the Port Hueneme School District in order to establish joint operation of programs, where appropriate.

Policy 4-5: Continue to support nonprofit organizations, such as the Little League, in their efforts to provide recreation related activities in the City.

Policy 4-6: Negotiate with private landholders to establish a cost effective provision of community gardening as an interim use on private land awaiting future development.

Policy 4-7: Provide a range of seniors' programs which respond to the specific needs identified in the City of Port Hueneme Senior Citizen Public Opinion Survey. Periodically update the needs analysis in order to anticipate changing needs.

Policy 4-8: Publicize the available programs seasonally in a Recreation Department brochure. The Recreation Department should supply copies of this brochure to the Navy for distribution on the Naval Reservation.

Policy 4-9: Place the City on program of California Volleyball Association Amateur Tour.

Policy 4-10: Consider purchasing a mobile recreation unit which can visit park sites on a scheduled basis, offering outdoor classes and recreation programs. Scheduling the unit to visit Bolker Park on a regular basis will be an important issue in revitalizing regular public use of the park.

Policy 4-11: Consider establishment of an Art in Public Places Program centered on the Cultural Center.

GOAL 5: ESTABLISH EQUITABLE AND REALISTIC METHODS OF FINANCING AND IMPLEMENTATION OF ACQUISITION, DEVELOPMENT, IMPROVEMENT, OPERATION, AND MAINTENANCE OF PARKS AND RECREATION OPPORTUNITIES.

Policy 5-1: Monitor on an annual basis the achievement of the site-specific facility and program improvements. Revise the associated phasing and prioritization in the light of improvements achieved to date, current availability of financing, and the changing recreational needs context.

Policy 5-2: Continue monitoring of funding opportunities from federal, state and local agencies.

Policy 5-3: Consider adoption of a Citywide "Public Facilities Fee", which would require all private developments (residential, commercial, and industrial) to pay developer fees for parks and other City capital improvements. This is a more ambitious approach than the Quimby ordinance and would support a capital improvements program of which parks needs would be one portion.

Policy 5-4: Strengthen the partnership between the City and School District through joint use agreements for capital improvements and programs at adjoining parks and school recreation facilities.

Policy 5-5: Create a consolidated "Events Fund" as a new subset of the Parks and Recreation Budget so that the staff has the capacity to "front end" the important recurring community events, such as Harbor Days, etc. Such a fund should also be able to receive donations, payments, and cost recovery fee receipts from the several community and corporate entities with which the City "Partners" for the events.

Policy 5-6: Explore and develop an agreement between the City and the Navy CBC to allow public access to appropriate Navy recreational facilities subject to security and other restrictions.

Policy 5-7: As appropriate, establish a "Parks Enterprise Fund", development of specific public recreation facilities designed to cover costs as well as return earnings to an enterprise fund, which would help offset City annual appropriations for parks and recreation operations.

Policy 5-8: Establish a separate budget and funding/contributions/contract support entity for the Cultural Center. This would stimulate greater marketing effort, the potential for achieving costs recovery, and the possibility of gaining corporate support for program and performance offerings. The Cultural Center would be a single "enterprise."

Policy 5-9: Consider attempting to establish a Citywide Community Facilities District (Mello-Roos), an assessment district. This would require a vote of the electorate.

Policy 5-10: Review Parks/Recreation lease contracts and concessionaire agreements, with policy framework to increase City revenues towards cost recovery goals. Some current arrangements appear to be performing at lower than reasonable current practice elsewhere.

GOAL 6: DEVELOP A COMPREHENSIVE CHILD CARE DELIVERY SYSTEM IN PORT HUENEME.

Policy 6.1: Create a community-wide child care task force (or council) to study the development of child care programs, to fill service gaps, increase program effectiveness, improve service accessibility, and maximize all available resources in the community.

Policy 6.2: Create a joint public/private child care master plan that will coordinate a range of services for children and their families, in conjunction with local agencies and groups.

Policy 6.3: Assist Child Development Resources (CDR) of Ventura County, Inc. in networking, referral and coordination of services to Port Hueneme.

Policy 6.4: Review unused public and private facilities in the city for potential renovation as child care sites.

Policy 6.5: Establish a Child Care Trust Fund under the direction of the Child Care Task Force with an emphasis on fund raising for capital projects and development of seed money for new programs.

Policy 6.6: Assist businesses in the development of child care benefit programs and postpartum parent leave policies.

Policy 6.7: Encourage existing providers to open their programs to special needs enrollees and develop options for special needs training.

GOAL 7: PRESERVE EXISTING WATER RESOURCES.

Policy 7-1: Coordinate with the Fox Canyon Ground Water Management Agency to preserve groundwater supplies.

Policy 7-2: Implement water conservation measures to reduce water consumption in accordance with the Ordinance 5, established by the Fox Canyon Ground Water Management Agency.

Policy 7-3: Continue to pursue strategies outlined in the City's Urban Water Management Plan to reduce water consumption.

Policy 7-4: Require developers to install ultra-low flow plumbing fixtures in all new developments.

Policy 7-5: Continue to require in-lieu fee contributions from new construction to finance Ultra-low Flow Retrofit Rebate Program as long as necessary to balance total water demand with available supplies.

Policy 7-6: Support the study of reclaimed water for non-potable water supplies in the City.

Policy 7-7: Implement the City's Landscape Design Guidelines to encourage the development of water efficient landscaping.

Policy 7-8: Protect and enhance natural qualities of riparian habitat (i.e. Bubbling Springs Creek).

Policy 7-9: Pursue negotiations with the Calleguas Municipal Water District and Metropolitan Water District of Southern California regarding the possible annexation of the City to these districts.

GOAL 8: CONSERVE ENERGY RESOURCES THROUGH THE USE OF AVAILABLE TECHNOLOGY AND CONSERVATION PRACTICES.

Policy 8-1: Encourage innovative site planning and building designs that minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.

Policy 8-2: Encourage new development and existing structures to install energy saving features.

GOAL 9: REDUCE SOLID WASTE PRODUCED IN PORT HUENEME.

Policy 9-1: Develop and implement integrated source reduction and recycling programs to achieve a 25% reduction of disposed waste by 1995 and a 50% reduction by 2000.

Policy 9-2: Influence product and packaging designers and manufacturers to create products or packaging that utilize less materials and are recyclable.

Policy 9-3: Influence target consumers and generators, such as individuals, institutions, and businesses, to use recyclable goods, to buy goods that utilize less packaging, to reduce the amount of yard waste generated, and to increase backyard composting.

Policy 9-4: Pace the collection and processing of recyclable goods not to exceed market capacity and to meet the quality requirements of end use markets.

Policy 9-5: Research and identify existing and potential markets that utilize compost.

Policy 9-6: Explore marketing alternatives for compost products and secure long range compost markets, if possible.

Policy 9-7: Insure public oversight and control of compost programs, operations, and facilities.

Policy 9-8: Develop a reliable means of quantifying compost diversion.

Policy 9-9: Increase knowledge of solid waste issues through formal education programs thereby influencing student's long-term attitudes, values, and actions in the home and through student awareness and involvement.

Policy 9-10: Increase overall public awareness of solid waste issues through media intervention in order to influence attitudes and values towards resource use, reuse, and waste reduction.

Policy 9-11: Minimize misconceptions and negative attitudes surrounding waste reduction and related environmental issues, thereby promoting support for reduction programs.

GOAL 10: MAINTAIN AND ENHANCE THE CITY'S HISTORICALLY SIGNIFICANT SITES OR STRUCTURES.

Policy 10-1: Identify, designate, and protect facilities of historical significance.

Policy 10-2: Retain and protect significant areas of historical value for education and scientific purposes.

Policy 10-3: Development adjacent to a place or structure found to be of historic significance should be designed so that the use and architectural design will protect the visual setting of the historical site.

Policy 10-4: Support the Ventura County Cultural Heritage Board in identifying and preserving Ventura County's heritage.

Policy 10-5: Require mitigation measures to protect archaeological or paleontological resources in the event that new resources are discovered.

The Conservation/ Open Space/ Environmental Resources Plan **Biological Resources:** Port Hueneme's biological resources primarily include ornamentals utilized for landscaping purposes. The City will implement its Landscape Design Guidelines to promote the development of water-efficient landscaping.

Two sensitive species (California least tern and Western snowy plover) and two sensitive vegetative habitats (southern foredunes and southern backdune scrub) are known or are expected to occur within Port Hueneme at the southeasterly end of Hueneme Beach Park. Although ruderal habitat is not rated for protection, CDFG considers such land downcoast of Oceanview Drive as biologically sensitive (see paragraph below). New developments occurring within and adjacent to Hueneme Beach may increase human activity in the area and disturb sensitive biological resources. Through its Local Coastal Program, the City will establish resource protection policies with the objective of accommodating public access, recreation and environmental protection.

In contrast to southern foredunes and southern backdune scrub, the biological significance of ruderal habitat at the easterly end of Hueneme Beach is less certain. There is nothing rare, unique or valuable in this particular habitat; no feature of ruderal lands within Hueneme Beach is deemed critical to the life history of the two sensitive species observed at this location (burrowing owl and horned lark); and the vegetative character of ruderal habitat does not provide a diverse structure, avian density or diversity. Although ruderal habitat is not rated for protection, CDFG considers such land downcoast of Oceanview Drive as biologically sensitive primarily because of its value as a buffer for the diverse, rare, sensitive, and important biological values of the Ormond Beach ecosystem. Through its Local Coastal Program, the City will postpone development of all ruderal land downcoast of Oceanview Drive pending further environmental study and Coastal Commission consultation.

Open Space/Recreational Resources: In Port Hueneme, few remaining areas of vacant land are available for parks, so building a new park would be difficult. However, the community's population will continue to grow as Port Hueneme approaches build out.

**Table COER-4
Future Park Area Needs**

Year	Population	Area Required	Available Park Area	Surplus/ Shortfall of Acreage
1992	20,319	61 acres	90 acres	+ 29
Build-Out (2010)	24,293	73 acres	90 acres	+ 17

Coordination and Cooperation: With limited opportunities for expansion of recreation opportunities in Port Hueneme, coordination with the school district and Construction Battalion Center (CBC) could provide additional recreation resources to the public. This Element's policies call for coordination with both the school district and CBC. According to the Parks and Recreation Master Plan (1990), the school district and CBC indicate an interest in the formation of future joint use agreements. However, the CBC stated that Navy personnel will obviously continue to have the top priority, service to civilian employees of the Base coming next, and the general public use to be considered only where the two prior categories leave gaps in facility use patterns.

Financial Resources: Funds for park development are limited and financing mechanisms for future facilities, programs, and maintenance must be explored. Financing options to investigate include a Mello-Roos District, Public Facilities Fee, Park Enterprise Fund, and Events Fund. (See the goals and policies section of this element for further explanation of these financing mechanisms.)

Long Term Maintenance and Operation: The City of Port Hueneme Department of Recreation and Community Services continues to explore various options to insure the continuous maintenance and operation of park facilities. The City will identify and pursue agreements with service organizations, businesses, and clubs to provide the manpower for park operation and maintenance. To ensure that proper maintenance is occurring, the City will conduct regular inspections of park facilities.

Water: The City of Port Hueneme reinstated a voluntary water conservation program in 1990. This program is still in effect; since 1991, this program has resulted in a 24 percent reduction in domestic water consumption. Additionally, the City has adopted a retrofit program requiring a zero net increase in water use for all new residential, commercial, and industrial projects.

In 1990, the Fox Canyon Groundwater Management Agency (GWMA) adopted Ordinance 5 to preserve the area's groundwater supplies. Ordinance 5 establishes a formula to reduce water consumption in 5% increments. (See Table COER-6) Each 5% reduction is calculated from the user's base year water consumption which is the average water usage by that particular user between 1985 and 1989.

Like all jurisdictions extracting water from groundwater resources within GWMA's jurisdiction, Port Hueneme is required to limit its water usage. The United Water Conservation District (UWCD), which provides water to Port Hueneme, has a base year consumption rate of 3,600 acre feet. According to the target dates, the following water consumption reduction schedule will be required:

**Table COER-5
United Water Conservation District Water Allocation to
Port Hueneme With Mandatory Reduction**

Year	Future Water Allocations With Mandatory Water Reductions	Percent Reduction
1992	3,413 acre-feet	5%
1995	3,234 acre-feet	10%
2000	3,054 acre-feet	15%
2005	2,880 acre-feet	20%
2010	2,694 acre-feet	25%

Reduction each year is calculated from the base year consumption rate of 3,593 acre feet.

The voluntary water conservation and retrofit programs have helped Port Hueneme to reduce their water consumption. The City must continue to conserve water and coordinate with the GWMA and UWCD to create new programs to meet the year 2010 reduction goal.

The City is considering saving additional water resources through a Water Meter Program. The Program would charge individual users additional monies for water usage.

Energy: The Land Use and Housing Elements and the Air Quality Sub-Element all contain goals and policies to create a jobs/housing balance. This Element intends to conserve energy resources, such as fossil fuels, through jobs/housing balance, thereby reducing the number of home-to-work trips. The city will also require that new developments utilize energy-saving devices and that existing structures be retrofitted to conserve energy.

Solid Waste Management: In November 1991, the City of Port Hueneme completed a Source Reduction and Recycling Element (SRRE) to fulfill the requirements of Assembly Bill 939 (AB 939). AB 939 requires that each jurisdiction outline how they will meet the mandatory waste reduction goals.

The SRRE is comprised of five components or strategies to reduce waste, including source reduction, recycling, composting, special waste, and education/public information. These components outline how Port Hueneme will reduce landfill waste 25% by 1995 and 50% by 2000.

The *Source Reduction Component* involves a variety of programs to reduce waste. Six informal programs already exist in rudimentary form and are being implemented. For example, the local government non-procurement policy encourages double-sided copying, and the use of durable mugs. The reduced toxins program substitutes benign substances for toxic substances utilized by the City's Equipment Maintenance personnel. Other non-government sponsored programs include thrift store diversion, cloth diaper services, and collection and distribution of surplus or dated food products. New programs the City will pursue include technical assistance to businesses, reuse of asphalt, government procurement policy, on-site composting, and advocacy for proposed state or federal legislation to encourage source reduction or recycling.

The *Recycling Component* has already been successful. In 1990, approximately 6,430 tons or 20% of the 31,546 tons of solid waste generated was recycled. The City will rely on the maintenance of activities such as buy-back and special materials collections to meet the 1995 mandates. The 50% waste reduction goal will be satisfied by creating recycling drop off centers for multi-family and mobile homes, drop off centers at school sites, and newspaper drop off centers. In addition, the City is interested in assisting the Construction Battalion Center curbside recycling and drop off programs.

The *Composting Component* is anticipated to achieve a 14-16% diversion for the City by the year 2000. Separate yard/wood waste drop-off centers and curbside collection of yard and food wastes are the primary programs pursued to reduce waste. These products may be delivered to a regional composting facility serving Port Hueneme, Oxnard, Ventura and possibly Santa Paula and Fillmore.

The *Special Waste Component* focuses on sewage sludge. The City of Oxnard Wastewater Treatment Plant handles all wastewater from Port Hueneme. Two strategies are considered to reduce sewage sludge, including: 1) The City will continue to maximize the potential for chemical fixation of sludge, exploring the potential for markets in conjunction with the contractor. and 2) Sewage sludge may be incorporated into a regional or subregional composting operation.

Lastly, the Education and Public Information Component outlines a number of approaches for educating the public regarding methods of waste reduction and recycling. The component targets three populations: residential-youth, residential-adult, and commercial sector. Formal education alternatives have been selected for educating youth; while broader public education/information activities are targeted for both the residential-adult and commercial sectors.

Cultural Heritage: Preserving Port Hueneme's heritage may be partially attained by protecting community historical sites. One mechanism to achieve this goal is through the Ventura County Cultural Heritage Ordinance. The Ordinance requires that any site recognized by the Cultural Heritage Board as a historical landmark or "point of interest" must obtain a Certificate of Appropriateness if the proposed action would adversely affect the historical significance of the County landmark, not be compatible with the use and/or exterior of the County landmark or remove or demolish a landmark that is significant to the County's history. If the request for a Certificate of Appropriateness is rejected by the Cultural Heritage Board, the property owner shall be prohibited from taking action for 180 days, so that the site may be recorded through photographs/written accounts for historical records.

AIR QUALITY SUB-ELEMENT

Introduction Port Hueneme is part of the South Central Air Basin which includes Ventura, Santa Barbara, and San Luis Obispo Counties. The Ventura County Air Pollution Control District's (VCAPCD) jurisdiction encompasses only Ventura County.

Purpose: While air quality has not yet been made a mandatory General Plan element by the State, air pollution conditions are increasingly being recognized as an important issue. Port Hueneme has created an Air Quality Sub-element to address the upcoming issues confronting the community.

The purpose of the Air Quality Sub-element is to provide guidelines and objectives for the City of Port Hueneme, consistent with the Ventura County Air Quality Management Plan (VCAQMP), to help improve local air quality conditions.

Scope and Content: An Air Quality Sub-element was created to address the issues confronting the community. In addition to the introduction, the Air Quality Sub-element is divided into two sections: Issues Identification and Goals and Policies. Historical climate and air quality levels are examined in the Issues Identification section. Goals and policies are created in consideration of the previously identified issues.

Related Plans and Programs. Air pollution is not limited by jurisdictional boundaries. a number of plans and programs have been created by governmental agencies, especially at the regional level, to address air quality issues. a synopsis of related plans, programs, and policies follows.

Ventura County 1991 Air Quality Management Plan: The Air Quality Management Plan establishes policies and programs for Ventura County to attain federal and state air quality standards. a number of stationary and mobile source control measures outline the County's strategy to reduce emissions of reactive organic compounds and nitrogen oxides, the two precursors to ozone. Each control measure has been evaluated for technological feasibility, control efficiency, cost effectiveness, emission reduction potential, enforcement, legal authority, and other environmental effects.

Ventura County Congestion Management Plan (CMP): The CMP represents an effort to manage traffic congestion by coordinating the many transportation, land use, and air quality programs in Ventura County. The CMP contains a number of projects and programs to improve the County's circulation system, indirectly improving the region's air quality. If a city or the County cannot meet the CMP, they will have to prepare a "deficiency plan" to correct the unacceptable conditions. All the projects and programs in the deficiency plan must be specifically approved by the Air Pollution Control District.

Regional Mobility Plan: The Southern California Association of Governments has created this plan to address transportation issues on a regional basis. The plan includes growth management, demand management, system management, and facilities development strategies to recapture and retain the transportation mobility levels of 1984.

*Air Quality
Issues Identification*

This section discusses relevant air quality issues, including air quality standards, ambient air quality, existing and future emissions, sensitive receptor areas, and air quality management.

Air Quality Standards: The City of Port Hueneme lies within the boundaries of the South Central Air Basin. The South Central Air Basin encompasses Ventura, Santa Barbara, and San Luis Obispo Counties. The City of Port Hueneme is located in the south eastern portion of the Basin.

The topography and climate of Southern California combine to make the basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cup over the cool marine layer and prevents pollutants from dispersing upward and allows pollutants to accumulate within the lower layer. This situation is called a temporary inversion. Meanwhile, plentiful sunshine provides the energy to convert oxides of nitrogen and hydrocarbons into ozone and other pollutants. Ultimately, these factors have allowed emissions from a multitude of sources, including factories and motor vehicles, to result in a degradation of the Basin's air quality.

Both the federal and state governments have set health-based ambient air quality standards for the following pollutants: sulfur dioxide, lead, ozone, carbon monoxide, nitrogen dioxide, and PM10 (PM10 refers to fine particles with aerodynamic diameters of 10 micrometers or less). These standards are designed to protect persons from illness or discomfort with a margin of safety. The California standards are more stringent than the federal standards, and with respect to PM10 and sulfur dioxide, far more stringent. California has also set standards for sulfate, visibility, hydrogen sulfide, and vinyl chloride. Table COER-7 outlines the current federal and state ambient air quality standards.

**Table COER-6
Ambient Air Quality Standards**

Air Pollutant	State Standard	Federal Standard	
		Primary	Secondary
Ozone	0.10 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.
Carbon Monoxide	9 ppm, 8-hr. avg. 20 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.
Nitrogen Dioxide	0.25 ppm, 1-hr. avg.	0.05 ppm, annual avg.	0.053 ppm, annual avg.
Sulfur Dioxide	0.05 ppm, 24-hr. avg. with ozone > 0.10 ppm, 1-hr. avg. or TSP > 100 $\mu\text{g}/\text{m}^3$, 24-hr. avg.	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.	0.53 ppm, 3-hr. avg.
PM10 (Particulates of 10 mi- crometers or less)	30 $\mu\text{g}/\text{m}^3$ /geometric mean 50 $\mu\text{g}/\text{m}^3$ /(24-hour aver- age)	50 $\mu\text{g}/\text{m}^3$, annual geometric mean 150 $\mu\text{g}/\text{m}^3$, 24-hr. avg.	
Sulfates	25 $\mu\text{g}/\text{m}^3$, 24-hr. avg.	N/A	N/A
Lead	1.5 $\mu\text{g}/\text{m}^3$, 30-day avg.	1.5 $\mu\text{g}/\text{m}^3$, calendar quarter	1.5 $\mu\text{g}/\text{m}^3$, calendar quarter
Hydrogen Sulfide	0.03 ppm, 1-hr. avg.	N/A	N/A
Vinyl Chloride	0.10 ppm, 24-hr. avg.	N/A	N/A
Visibility Reducing Par- ticles	In sufficient amounts to reduce the prevailing visibility to less than 10 miles at relative humid- ity less than 70%, 1 ob- servation.	N/A	N/A

Source: South Coast Air Quality Management District

ppm: parts per million of air
TSP: Total suspended particulates

Ambient Air Quality: The Ventura County Air Pollution Control District monitors air quality throughout Ventura County at various monitoring stations. The eight monitoring stations in Ventura County are part of the State and Local Air Monitoring Stations (SLAMS) network which is designed to determine:

- the highest concentrations expected to occur in the area covered by the network;
- representative concentrations in areas of high population density;
- the impact of ambient pollution levels of significant sources or source categories; and
- general background concentration levels.

The El Rio and Ventura monitoring stations are the closest stations to Port Hueneme. According to the VCAPCD, the air quality data generated at the Ventura site most accurately represents the pollutants present in Port Hueneme because of its coastal location.

Tables COER-8 and COER-9 identify the number of days ozone and PM10 standards have been exceeded. The state and federal standards for ozone have been consistently exceeded during the past ten years. In addition, particulate matter (PM10) exceeded the state standard a total of 20 days. However, the federal standard for PM10 at the Ventura Main air quality monitoring station has never been exceeded. Although ozone and PM10 levels have exceeded established standards, conditions are generally improving.

Table COER-7
Number of Days Exceeding Ozone Standards

Year	Federal	State
1980	3	7
1981	3	10
1982	3	7
1983	7	17
1984	3	7
1985	3	7
1986	1	4
1987	4	10
1988	1	5
1989	2	6
1990	0	2
1991	2	12
1992	0	4
1993	2	5
1994	0	3
1995	0	4
1996	1	10

Source: Ventura County Air Pollution Control District, 1996.

Table COER-8
Particulate Matter (PM₁₀)

Year	Number of Observations	Number of Samples Exceeding 50 μ g/m ³
1988	51	7
1989	59	9
1990	61	4

Note: Measurements are from the Ventura Main Air Quality Monitoring Station. The Federal Standard for PM₁₀ has never been exceeded.

Source: Ventura County Air Pollution Control District, *1991 Air Quality Management Plan*, Appendix M, 1991.

Concentrations of carbon monoxide (CO) occur close to heavily traveled roadways and freeways, particularly at locations where vehicles idle for prolonged periods. Since CO build-up typically occurs at locations where traffic is congested, CO concentrations correlate with levels of service at intersections. Concentrations of carbon monoxide may exceed 8-hour standards where an intersection's Level of Service is D or worse. Within the City of Port Hueneme only the intersection of Bard Road and Ventura Road operates at a Level of Service D or worse during the PM peak hour.

Two other pollutants are monitored extensively throughout the Ventura County Air Basin - nitrogen dioxide and sulfur dioxide. Neither the national or state standards for these two pollutants have been exceeded in Ventura County.

Air Pollution Emissions: Air pollution forms either directly or indirectly from pollutants emitted from a variety of sources. These sources can be natural such as oil seeps, vegetation, or windblown dust. Emissions may also result from combustion, as in automobile engines; from evaporation of organic liquids, such as those used in coating and cleaning processes; or through abrasion, such as from tires on roadways.

Motor vehicles constitute the largest generator of air pollutant emissions in Port Hueneme. Vehicles frequently travel on Channel Islands Boulevard and Ventura Road, resulting in the production of local air pollutant emissions. Stationary sources located inland also diminish air quality within the region as a result of contaminants being transported by wind currents.

Sensitive Receptor Areas: High concentrations of pollutants pose health problems for the general population, particularly young children playing outdoors, the elderly, and the sick. These individuals that are especially vulnerable to air pollution are identified as sensitive receptors. Special consideration needs to be given to the areas where sensitive persons congregate, including schools, medical facilities, and parks.

*Air Quality
Sub-Element
Goals and
Policies*

The following goals and policies are intended to improve air quality conditions within the South Central Air Basin through conformance with the Air Quality Management Plan.

GOAL 1: PREVENT DEGRADATION OF REGIONAL AIR QUALITY.

Policy 1-1: Cooperate with the Ventura County Air Pollution Control District in their efforts to implement provisions of the Ventura County Air Quality Management Plan.

GOAL 2: IMPROVE AIR QUALITY BY INFLUENCING TRANSPORTATION CHOICES OF MODE, TIME OF DAY, WHETHER TO TRAVEL, AND TO ESTABLISH a JOBS/HOUSING BALANCE.

Policy 2-1: Reduce the number of home-to-work trips taken in Port Hueneme through promoting rideshare programs.

Policy 2-2: Promote modified work schedules which reduce peak period auto travel.

Policy 2-3: Encourage employers to allow employees to telecommute.

Policy 2-4: Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways, as feasible.

Policy 2-5: Implement Citywide traffic flow improvements outlined in the Circulation Element.

Policy 2-6: Integrate air quality planning with the land use and transportation process by encouraging the utilization of alternative transportation modes and by promoting a jobs/housing balance, thereby reducing the number of trips.

Policy 2-7: Encourage the use of low-pollution vehicles including alternate fuel and electric vehicles.

Policy 2-8: Implement land use policy contained in the Land Use Element toward the end of achieving jobs/housing balance goals.

Policy 2-9: Promote state and federal legislation which would improve vehicle/transportation technology and cleaner fuels.

GOAL 3: REDUCE EMISSIONS FROM STATION-ARY SOURCES TO THE GREATEST EXTENT FEASIBLE.

Policy 3-1: Support measures adopted by the VCAPCD to reduce pollutants from solvents, including architectural coatings, synthetic solvent dry cleaning, etc.

Policy 3-2: Support technological improvements to improve machinery efficiency.



General Plan

**CITY OF PORT HUENEME
GENERAL PLAN**

NOISE ELEMENT

City of Port Hueneme
250 N. Ventura Avenue
Port Hueneme, CA 93041
(805) 488-3625

Consultants to the City:
Cotton/Beland/Associates, Inc.
747 East Green Street, Suite 300
Pasadena, California 91101-2119

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1

The following table shows the results of the survey conducted in the year 2000. The data is presented in the form of a table with the following columns: 'Year', 'Number of respondents', 'Percentage of respondents', 'Number of respondents', 'Percentage of respondents'.

Table 1

The following table shows the results of the survey conducted in the year 2000. The data is presented in the form of a table with the following columns: 'Year', 'Number of respondents', 'Percentage of respondents', 'Number of respondents', 'Percentage of respondents'.

Table 2

The following table shows the results of the survey conducted in the year 2000. The data is presented in the form of a table with the following columns: 'Year', 'Number of respondents', 'Percentage of respondents', 'Number of respondents', 'Percentage of respondents'.

NOISE ELEMENT

Introduction The urban environment contains a variety of noise sources which can affect the way people live and work. Some types of noise are only short-term irritants, like the pounding of a jackhammer or the whirring rattle of a lawnmower. These noise sources generally can be controlled through City noise regulations, such as a noise ordinance. However, other noises, such as freeway noise, may be more permanent fixtures in the community, posing long-term health hazards to community residents.

Transportation is a primary contributor to noise within a community. Many requirements focused at reducing the number of trips generated are included in the Circulation Element's discussion of transportation demand management measures. These measures will directly influence the amount of noise generated from transportation modes in Port Hueneme.

Purpose of the Element: In recognition of the fact that excessive or unusual noise can have significant adverse impacts on human health and welfare, the State of California has developed definitive guidelines for determining community noise levels and for establishing programs aimed at reducing community exposure to noise levels defined to be adverse. The purpose of the Noise Element is to identify noise levels, and to put forth policies and programs designed to minimize the effects of noise on people living and working in Port Hueneme. Toward this end, this element focuses on:

- Reducing the exposure of existing residences, schools, parks, libraries, and community centers to transportation noise;

- Minimizing the number of new residences constructed within areas of high noise levels or incorporating measures to reduce noise exposure (i.e., double paned sound attenuation windows, fully air conditioned space to allow for year-round closure of windows, etc.);
- Establishing guidelines for new construction along arterials and secondary roadways where noise may be a problem; and
- Identifying, mitigating, and attenuating intermittent or short-term noise.

Scope and Content: Excessively high noise levels endanger the public's health and welfare. This Element addresses how noise levels can be contained within safe parameters in two sections: Issues Identification, and Goals and Policies. The Issues Identification section defines noise, establishes safety standards, and identifies noise sources in Port Hueneme. These issues are addressed by goals and policies.

Related Plans and Programs: Several local, state, and federal laws regulate point source noise and establish standards for protecting community residents from excessive noise.

City of Port Hueneme Noise Ordinance: The City has adopted a noise ordinance which establishes ambient noise standards for all property within various noise zones.

State Noise Insulation Standards: Appendix Chapter 35 of Title 24 of the California Code of Regulations sets forth requirements for the insulation of multiple-family and single-family residential dwelling units from excessive and potentially harmful noise. The State indicates that locating units in areas where exterior ambient noise levels exceed 65 dBA is undesirable. Whenever such units are to be located in such areas, the developer must incorporate into building design construction features which reduce interior noise levels to 45 dBA CNEL.

State Noise Standards: Section 65302 of the Resources Code requires the General Plan to recognize the guidelines established by the Office of Noise Control in the State Department of Health Services.

Noise Issues This section identifies issues relating to noise sources and established noise standards.

Definition of Noise: Noise is generally defined as "unwanted" or "intrusive" sound. The characteristics of noise are difficult to describe by a single unit of measurement because noise has many components, such as loudness, pitch, and duration. Scientists have developed the A-weighted decibel (dBA) as a common noise descriptor, and this unit is widely used to indicate the loudness level of a particular sound at a given point in time. Table N-1 describes and compares the relative loudness of various noise sources.

Other forms of noise measurement include the Community Noise Equivalent Level (CNEL) and the Day-Night Level (L_{dn}). These latter two measurements describe ambient noise levels over a 24-hour period with a penalty for night-time noise.

Noise Standards: To aid City decision makers with the establishment of noise standards, federal and state agencies have established noise/land use compatibility guidelines. These guidelines are all based upon cumulative noise criteria such as L_{eq} (equivalent noise level), CNEL, or L_{dn} .

The State Department of Housing and Community Development has established mandatory noise guidelines for single-family and multiple-family residential construction. New multiple-family units cannot be exposed to outdoor ambient noise levels in excess of 65 dBA (CNEL or L_{dn}), and sufficient insulation must be provided to reduce interior ambient levels to 45 dBA.

	OVER-ALL LEVEL (Sound Pressure Level Approx. 0.0002 Microbar)	COMMUNITY (Outdoor)	HOME OR INDUSTRY (Indoor)	LOUDNESS (Human Judgement of Different Sound Levels)
130		Military Jet Aircraft Take-Off With After-Burner From Aircraft Carrier @ 50 ft. (130)		
120	UNCOMFORTABLY LOUD		Oxygen Torch (121)	120 dB(A) 32 Times As Loud
110		Turbo-Fan Aircraft @ Take-Off Power @ 200 ft. (118)	Riveting Machine (110) Rock and Roll Band (108-114)	110 dB(A) 16 Times As Loud
100	VERY LOUD	Boeing 707, DC-8 @ 6080 ft. Before Landing (106) Jet flyover @ 1000 ft. (103) Bell J-2A Helicopter @ 100 ft. (100)		100 dB(A) 8 Times As Loud
90		Power Mower (96) Boeing 707, DC-8 @ 6080 ft. Before Landing (97) Motorcycle @ 25 ft. (90)	Newspaper Press (97)	90 dB(A) 4 Times As Loud
80		Car Wash @ 20 ft. (89) Prop. Plane Flyover @ 1000 ft. (88) Diesel Truck, 40 mph @ 50 ft. (84) Diesel Train, 45 mph @ 100 ft. (83) High Urban Ambient Sound (80)	Food Blender (88) Milling Machine (85) Garbage Disposal (80)	80 dB(A) 2 Times As Loud
70	MODERATELY LOUD	Passenger Car, 65 mph @ 25 ft (77) Freeway @ 50 ft. from Pavement Edge 10am (76 +6)	Living Room Music (76) TV-Audio, Vacuum Cleaner (70)	70 dB(A)
60		Air Conditioning Unit @ 100 ft. (60)	Cash Register @ 10 ft. (65-70) Electric Typewriter @ 10 ft. (64) Dishwasher (Rinse) @ 10 ft. (60) Conversation (60)	60 dB(A) 1/2 As Loud
50	QUIET	Large Transformers @ 100 ft. (50)		50 dB(A) 1/4 As Loud
40		Bird Calls (44) Lower Limit, Urban Ambient Sound(40)		40 dB(A) 1/8 As Loud
10	JUST AUDIBLE	[dB(A) Scale Interrupted]		
0	THRESHOLD OF HEARING			

The City of Port Hueneme has adopted standards for maximum noise level by zone independent of the state and federal guidelines. Established noise limits are as follows:

Table N-2
Maximum Noise Levels from Noise Ordinance

Designated Zone		Time Intervals	Exterior Noise Levels (dBA)
Zone I	Noise Sensitive Properties	7 a.m. - 10 p.m.	55
		10 p.m. - 7 a.m.	50
Zone II	Residential Properties	7 a.m. - 10 p.m.	55
		10 p.m. - 7 a.m.	50
Zone III	Commercial Properties	Any time	65
Zone IV	Industrial Properties	Any time	75

Identification of Noise Sources: This section contains a general description of the noise environment in the City of Port Hueneme.

The sources of noise in Port Hueneme fall into basic categories. These are transportation noise, stationary noise sources, amplified noise, and construction noise. Port Hueneme is not impacted by freeway, or rapid transit system noise. Increased railroad use would create additional noise impacts in the southern portion of Port Hueneme.

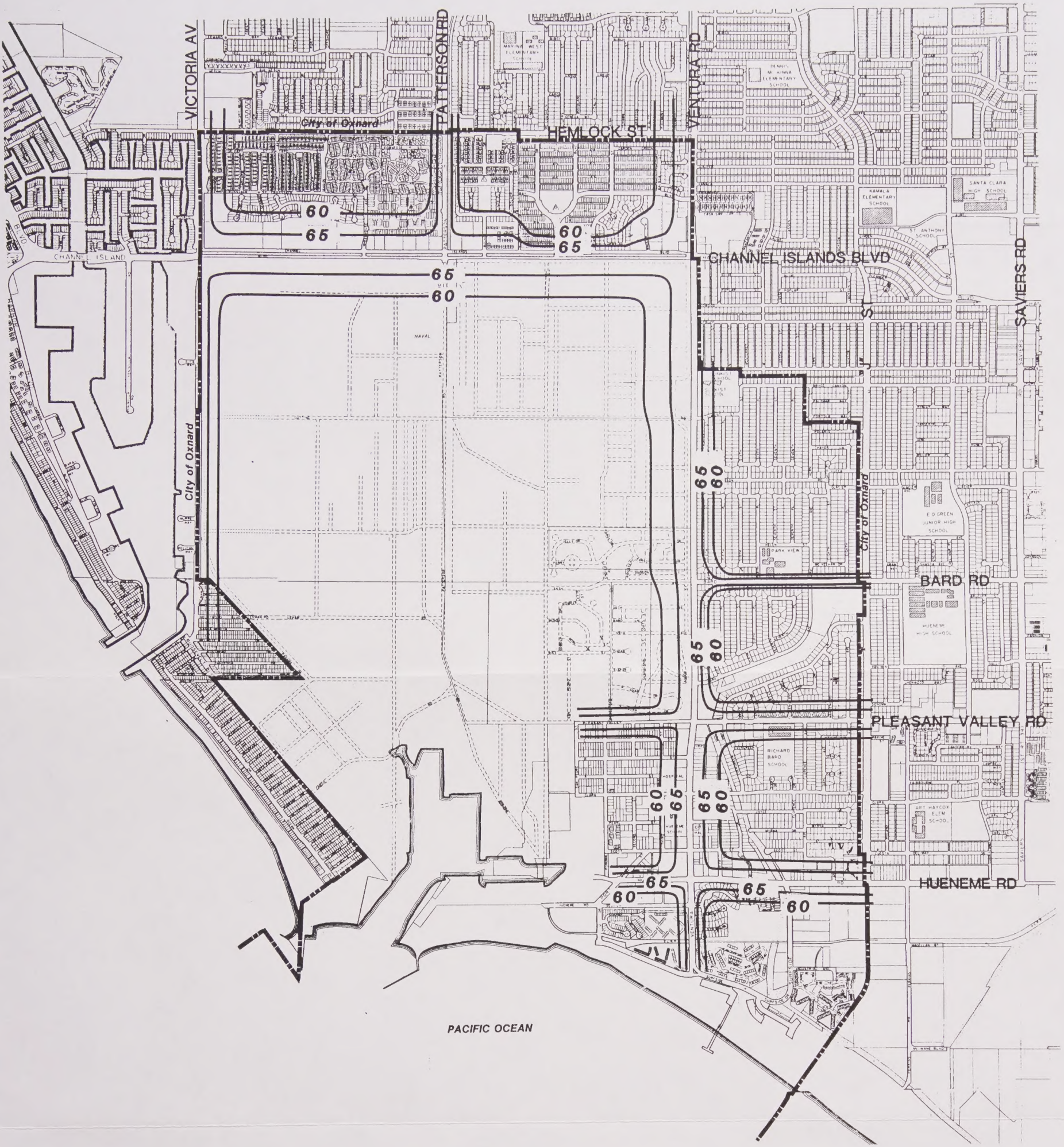
Transportation Noise: The most common sources of noise in developed areas are transportation related noise sources. These include automobiles, trucks, motorcycles, railroads, and aircraft. Motor vehicle noise is of concern because of its high number of individual events which often create a sustained noise level and its proximity to areas sensitive to noise exposure.

The City of Port Hueneme is bisected by several arterial roadways. Channel Islands Boulevard is the major east-west arterial and Ventura Road is the primary north-south arterial. A number of other streets, including Bard Road, Pleasant Valley Road, and Hueneme Road also provide access into the eastern portion of Port Hueneme.

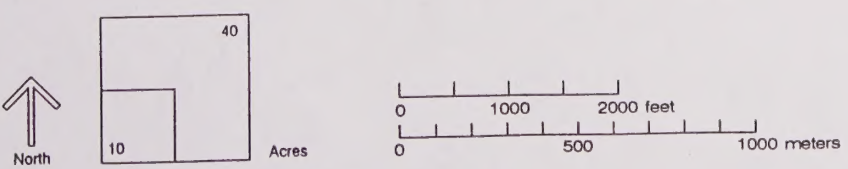
Stationary Noise Sources: Stationary noise sources generally include such uses as power plants, sewage treatment plants, oil production or other resource recovery operations, heavy industrial, etc. The Port does utilize equipment to unload and load boats and operations can occur at highly sensitive times (after 8 p.m. and before 6 a.m.). However, sensitive land uses, such as residential uses, are located over 1,000 feet away.

Mechanical equipment on buildings including air conditioning units, swimming pool pumps, fans, etc., can be a local noise problem if not properly shielded. Additional noise sources can be generated in residential neighborhoods. These noise sources may include barking dogs, loud parties and/or amplified music, lawnmowers and leafblowers, use of pools or tennis courts and other activities. These noise events are generally annoying, but sporadic and short-term.

Amplified Sound: The human voice is a particularly annoying source of noise because people are conditioned to pay attention to the sound of a voice. Amplified sound can be more annoying than would be indicated simply by its noise level. The City's Noise Ordinance prohibits use of any radio receiving set, musical instrument, phonograph, or television set, which exceed the community's noise standards. The City's Noise Ordinance should require special conditions for use of amplified sound on sound trucks, outdoor paging systems, automobile alarm systems, and any other uses that may interfere with other activities.



- 60** 60 CNEL Contour
- 65** 65 CNEL Contour



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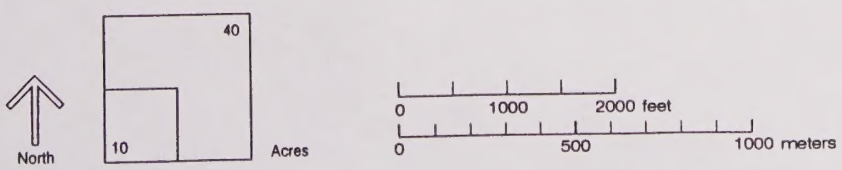
Source: Cotton/Beland/Associates, Inc., June 1993

Figure N-1
Existing Noise Environment

NOISE ELEMENT



- 60** 60 CNEL Contour
- 65** 65 CNEL Contour



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Urban and Environmental Planning

Source: Cotton/Beland/Associates, Inc., June 1993



Figure N-2
Future Noise Environment

Construction Noise: Construction activity can be a source of noise in Port Hueneme. Because construction is temporary in most locations, and because people recognize the high noise level of construction activity is necessary, most people do not consider necessary short-term construction noise a nuisance. However, construction during nighttime hours or without best efforts to minimize noise can cause significant annoyance. The City's Noise Ordinance restricts the hours of construction activity with high noise levels.

Current Noise Environment: Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The traffic noise contours for the City for existing conditions are shown in Figure N-1. The noise contours shown on the map show the areas where noise levels exceed 60 and 65 dB CNEL as a result of freeway and local traffic.

As shown in Figure N-1, some parcels, including residential uses, a school and hospital, experience noise levels of 65 CNEL or greater. This range of noise is conditionally acceptable for these uses (See Table N-2).

Future Noise Contours: To determine future noise levels throughout the community, General Plan land use information and anticipated future traffic volumes were entered into a community noise computerized model. Figure N-2 displays future CNEL noise contours for the City in the year 2010, assuming build-out of the City proceeds in accordance with General Plan land use policy.

*Noise Element
Goals and Policies*

The following goals and supporting policies emphasize noise reduction through increased public and private awareness of noise sources, including mobile and stationary sources. By incorporating noise concerns into land use planning, mitigating measures and noise reduction will be implemented and attained.

GOAL 1: PROTECT THE PUBLIC'S HEALTH AND WELFARE FROM ADVERSE NOISE LEVELS.

Policy 1-1: To the extent feasible, record and improve noise conditions in the local environment through the active, ongoing efforts of the City in coordination with other government agencies.

Policy 1-2: Increase public input on environmental noise issues, and establish a program for the monitoring and abatement of local noise sources.

GOAL 2: IDENTIFY MOBILE NOISE SOURCES AFFECTING THE COMMUNITY, AND ESTABLISH EFFECTIVE NOISE ABATEMENT MEASURES.

Policy 2-1: Prohibit through truck traffic in noise-sensitive areas, such as the four school sites located in Port Hueneme.

Policy 2-2: Minimize through vehicular traffic in the City's residential areas.

Policy 2-3: Utilize Transportation System Management measures (TSM) to decrease congestion problems along major thoroughfares. (See the Circulation Element Plan Section).

Policy 2-4: Enforce the State Motor Vehicle noise standards for cars, trucks, and motorcycles.

GOAL 3: IMPROVE THE NOISE ENVIRONMENT OF THE COMMUNITY THROUGH SENSITIVE PLANNING AND DEVELOPMENT PRACTICES.

Policy 3-1: Incorporate sound attenuation measures in residential developments where outdoor ambient noise levels exceed 65 CNEL.

Policy 3-2: Incorporate ambient noise level considerations into land use decisions involving schools, hospitals, and similar noise-sensitive uses.

Policy 3-3: Ensure all new developments provide adequate sound insulation or other protection from existing and projected noise sources.

Policy 3-4: Utilize the development approval process to assure that buildings are sited and traffic circulation systems designed to minimize the impact of noise-generating activities on noise-sensitive land uses.

Policy 3-5: Enforce standards that specify acceptable noise limits for various land uses throughout the City. Table N-3 shows criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the bases of specific Noise Standards. These standards, presented in Table N-4, define City policy related to land uses and acceptable noise levels.

Policy 3-6: Enforce the provisions of the State of California Uniform Building Code, which specifies that the indoor noise levels for multi-family residential living spaces not exceed 45 CNEL due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB CNEL. The Noise Referral Zones (the 60 CNEL contour) can be used to determine when this standard needs to be addressed. The Code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The City will also, as a matter of policy, apply this standard to single family dwellings.

Policy 3-7: Create performance standards for the Port of Hueneme to attenuate noise impacts.

Policy 3.8: Ensure that equipment, machinery, fan, and air conditioning noise does not exceed specified levels, established in the City's Noise Ordinance.

**Table N-3
Noise/Land Use Compatibility Guidelines**

Land Use Category		Community Noise Equivalent Level (CNEL)						
Category	Typical Uses	<55	60	65	70	75	80	>80
Residential	Single-Family, Duplex, Multiple Family	A	B	C	C	C	D	D
Residential	Mobile Homes	A	B	C	C	C	D	D
Commercial Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
Commercial Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theater	A	A	A	B	B	B	C
Commercial Industrial Institutional	Office Building, Research and Develop- ment, Professional Offices, City Office Building	A	A	A	B	B	C	D
Commercial Recreation Institutional Civic Center	Amphitheater, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
Commercial Recreation	Children's Amusement Park, Miniature Golf Course, Co-cart Track; Equestrian Center, Sports Club	A	A	A	B	B	D	D
Commercial General, Special Industrial, Institutional	Automobile, Service Station, Auto Dealer- ship, Manufacturing, Warehousing, Whole- sale, Utilities	A	A	A	A	A	B	B
Institutional General	Hospital, Church, Library, School Class- rooms	A	B	B	C	C	D	D
Open Space	Parks	A	A	A	B	C	D	D
Open Space	Golf Course, Cemeteries, Nature Centers, Wildlife Habitat	A	A	A	A	B	C	C
Agriculture	Agriculture	A	A	A	A	A	A	A

**Zone A
Clearly Compatible** Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

**Zone B
Normally Compatible** New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

**Zone C
Normally Incompatible** New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

**Zone D
Clearly Incompatible** New construction or development should generally not be undertaken.

Source: Cotton/Beland/Associates, Inc. based on California and federal standards and guidelines.

**Table N-4
Interior and Exterior Noise Standards**

Land Use Category		Allowable Noise Level (CNEL)		
Category	Uses	Interior ¹	Exterior ²	
			7 am-10 pm	10 pm-7 am
Residential	Single-Family, Duplex, Multiple Family	45 ³	55	50
	Mobile Home	45	55	50
Commercial Industrial Institutional	Hotel, Motel, Transient Lodging	45	--	
	Commercial Retail, Bank, Restaurant	55	65	
	Office Building, Research and Development, Professional Offices, City Office Building	50	65	
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--	
	Gymnasium (Multipurpose)	50	--	
	Sports Club	55	--	
	Manufacturing, Warehousing, Wholesale, Utilities	65	75	
	Movie Theatres	45	--	
Institutional	Hospital, School classrooms	45	55	50
	Church, Library	45	55	50
Open Space	Parks	--	65	

- Indoor environment including: Bathrooms, toilets, closets, corridors
- Outdoor environment limited to:
 - Private yard of single-family,
 - Multi-family private patio or balcony which is served by a means of exit from inside the dwelling.
 - Balconies six feet deep or less are exempt
 - Mobile home park
 - Park picnic areas
 - School playgrounds
- Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.

Source: City of Port Hueneme Noise Ordinance, and Cotton/Beland/Associates, Inc.



General Plan

CITY OF PORT HUENEME

GENERAL PLAN

**PUBLIC SAFETY
AND
FACILITIES ELEMENT**

City of Port Hueneme
250 N. Ventura Avenue
Port Hueneme, CA 93041
(805) 488-3625

Consultants to the City:
Cotton/Beland/Associates, Inc.
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Pasadena, California 91101-2119

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PUBLIC SAFETY/FACILITIES ELEMENT

Introduction The Public Safety and Facilities Element explores issues involving both natural/ environmental hazards and public facilities, utilities, and services. Both facets of the element are concerned with protecting the public's health, safety, and welfare.

The urban and natural environments of Port Hueneme contain a number of hazards which require special consideration and treatment in the land use planning process to protect the public's safety. These hazards include flooding, seismic hazards, urban fires, crime, and hazardous materials.

Public facilities and services are also related to protecting and preserving the public's welfare. Public facilities include fire and police stations, schools, landfills, and flood control facilities. Related services include police and fire protection (including emergency medical care), education, government, administrative services, solid waste disposal and flood control. These facilities and services strive to maintain the quality of life in Port Hueneme.

Purpose: The purpose of this element is twofold: 1) To identify potential safety hazards and to establish appropriate policies to protect life and property from hazardous conditions, and 2) To provide guidelines for the continued provision and enhancement of adequate public facilities, and utility infrastructure.

Scope and Content: The Public Safety and Facilities Element contains four sections: Introduction, Issues, Goals and Policies, and The Plan. The Introduction explains why this element is being prepared and describes other plans and programs that address similar issues. The Issues section identifies potential hazards within the community and areas of concern, regarding the provision of public facilities and services. Goals and Policies, and The Plan focus on how to solve the issues identified in the element.

Related Plans and Programs: A number of local, state, and federal plans and programs affect Port Hueneme. A discussion of related plans and programs follows.

Alquist-Priolo Special Studies Zones Act: The Alquist-Priolo Act, which took effect in 1973, is intended to prohibit the location of most structures for human occupancy across the traces of active faults and thereby mitigate the hazard of fault-rupture.

Building Codes: Local building codes contain specific measures relative to seismic safety, including foundation design criteria. State codes govern the construction of sensitive structures such as hospitals and schools.

AB 3897-Seismic Mapping Act: The Seismic Hazards Mapping Act of 1990 (AB 3897) increased the importance of seismic hazards in land use and development decisions. The mandates imposed by the law and the challenges of enforcing them will affect all new development in Port Hueneme.

The Act calls for the delineation of seismic hazard zones bounding areas of high potential for liquefaction, earthquake-induced landslides, and other ground failures, which collectively account for most earthquake losses. Hazard zone maps which include Port Hueneme and the surrounding region are expected to become available in the mid-1990s. As in the case with the Alquist-Priolo Act, construction within the hazard zones is permitted only when development has been demonstrated to be safe by determining the severity of the hazard at the site and implementing appropriate mitigation measures. The law requires the State Geologist to perform three critical tasks:

1. Compile maps identifying seismic hazards and submit them to the State Mining and Geology Board (SMGB) and to all affected cities, counties, and state agencies for review and comment.

2. Revise the maps and provide final maps to affected jurisdictions within 90 days of receipt of SMGB comments on draft maps.
3. Create archives of all geotechnical site investigation reports required by local governments and use the new findings in the reports to prepare new maps or revise existing ones.

Public Safety and Facilities Issues **Safety Issues:** Safety issues include flood and seismic hazards, risk of upset/hazardous materials, fire hazards, and crime. The following section explores how these issue areas affect the City of Port Hueneme.

Flood Hazards: Land use decisions should be directly tied to the Safety Element to reduce injuries and property damage resulting from natural hazards. The Land Use Element, therefore, contains a detailed discussion and map of potential flooding that may occur in Port Hueneme.

Flood hazards typically result from an overflow of natural watercourses or man-made drainage systems. The Federal Emergency Management Agency identifies areas that are subject to flooding during a 100 or 500-year storm. These floods are based on historical records which suggest how often a flood this size could be expected to occur. In Port Hueneme, the 100-year flood includes the harbor, flood control channels, and the beach. In addition, the City is within the 500-year flood zone, similar to most coastal cities. (See the Land Use Element)

Seismic Hazards: Similar to flood hazards, a discussion of seismic hazards is included in the Land Use Element. Refer to the Land Use Element for additional information about seismic hazards.

Two principal seismic considerations for most areas in Southern California are: 1) surface rupturing of earth materials along fault traces, and 2) damage to structures and foundations due to seismically-induced ground shaking. Other seismic considerations include liquefaction, subsidence, potential dam failure resulting from a seismic event, and tsunamis.

Fault Rupture - Port Hueneme lies within a seismically active belt that rings the Pacific Ocean. Figures PSF-1 and LU-2 show the geographic relationship with the surrounding known major active and potentially active faults. An **active fault** is one which has exhibited earthquake activity in the last 11,000 years. A fault which has moved during the last two to three million years (Pleistocene time) but not

proven by direct evidence to have moved within the last 11,000 years is considered to be **potentially active**. Any fault older than Pleistocene (one which has not displaced rocks two to three million years old or younger) is considered **inactive**.

The fault rupture risk in Port Hueneme is considered minimal because no known faults are located in the City.

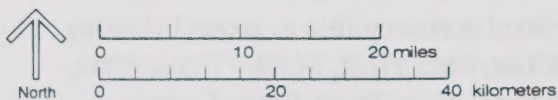
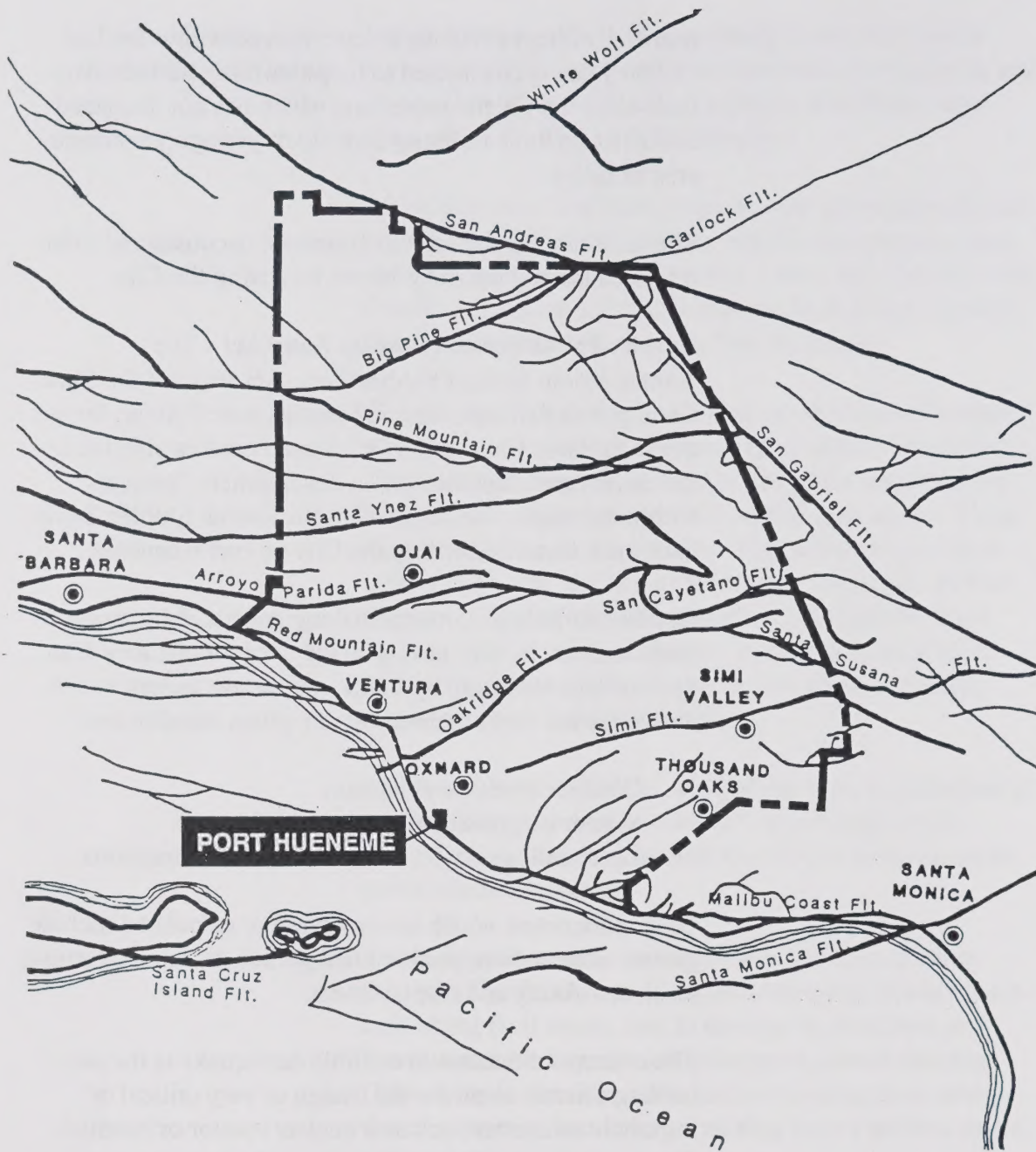
Alquist-Priolo Special Studies Zone Act - The Alquist-Priolo Special Studies Zone Act requires the State Geologist to delineate "special studies zones" along known active faults in California. Cities and counties affected by the zones must regulate certain development "projects" within the zones. No Alquist-Priolo Special Studies Zones have been identified within the City of Port Hueneme.

Ground Shaking - Ground shaking generated by an earthquake causes, by far, more damage over a wider area than does surface rupturing by faults. Important factors which determine the shaking intensity at a given location are:

- Distance from the epicenter;
- Size or magnitude of the earthquake; and
- Local soil, geologic, and ground water conditions.

Other parameters which are measured or calculated include ground acceleration, predominant period, duration of strong motion, velocity and displacement.

The concept of maximum credible earthquake is the controlling seismic event for the design of very critical or important structures such as a nuclear reactor or hospital. The maximum credible earthquake is the largest event likely to occur on an active fault and having a recurrence interval of greater than 200 years. Although the probability of such an earthquake is considered low, it is within the realm of possibility. From a potential ground shaking perspective, the City is most susceptible to ground shaking from the Oak Ridge Fault, Simi Fault, Malibu Coast Fault, San Cayetano Fault, Santa Ynez Fault, Santa Susana Fault, and San Andreas Fault.



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Source: California Division of Mines and Geology,
Fault Map of California, 1975



Figure PSF-1
Regional Geology of Ventura County

Table PSF-1 lists the estimated maximum credible magnitudes for faults in the region.

Liquefaction - Liquefaction, one of the more important secondary seismic hazards, can be described as a "quick-sand" condition in which there is a total loss of foundation support caused by a shock (typically an earthquake of significant magnitude). This condition results from a sudden decrease of shearing resistance in a cohesionless soil (such as sand) accompanied by a temporary increase in porewater pressure. Important factors in determining liquefaction potential are the intensity and duration of shaking, and the presence of relatively low-density fine sand and silt, in an area of shallow ground water.

The actual effects of liquefaction on structures and City infrastructure varies, depending on the amount of groundshaking and soil conditions. During liquefaction, buildings may gas, experience settlement, tilting, or in extreme situations, gradual sinking. Underground utilities (i.e., water, sewer, and electrical lines) may also rupture causing service disruptions. Similarly, streets may buckle or shift, thereby limiting emergency vehicle movement or evacuation procedures.

Another type of liquefaction, which occurs at some depth from the surface, can result in ground lurching (movement of earth along a fault trace), fissuring (separation of land along a fault trace) or cracking instead of causing widespread loss of foundation support. These effects are ascribed to flow landsliding or lateral spreading landslides which can occur at very low angles.

Areas having the highest relative liquefaction potential are based primarily upon alluvial areas having ground water depths less than about 30 feet and, under some conditions, up to 50 feet. The Oxnard Plain has a high ground water table and is underlain by several saturated aquifers. A potential for liquefaction exists throughout the entire region.

**Table PSF-1
Maximum Credible Earthquakes
for Selected Regional Faults**

Active Fault	Type of Movement	Maximum Credible Earthquake Movement
Oak Ridge	Reverse, Left Slip	7.5
Simi	Reverse	7.5
Santa Susana	Reverse, Left Slip	7
Anacapa-Santa Monica	Reverse, Left Slip	7
Malibu Coast	Reverse, Left Slip	7.5
San Cayetano	Reverse	7.5
Santa Ynez	Left Slip	7.5
San Gabriel	Normal	7.5
Newport-Inglewood	Right Slip	7
Palos Verdes	Reverse, Right Slip	7
San Fernando	Reverse, Left Slip	7.5
Pitas Point-Ventura	Reverse, Left Slip	7.5
Whittier-Elsinore	Right Slip	7.5
Red Mountain	Reverse, Left Slip	7.25
San Andreas	Right Slip	8

Source: Leighton and Associates, 1984; Mualchin-Jones, 1990.

Note: Refer to Figures PSF-1 and LU-2 for the location of active and potentially active faults.

Subsidence - The phenomena of widespread land sinking, or subsidence, is generally related to overpumping of ground water or petroleum reserves from deep underground reservoirs. Subsidence is not related to any surface activity. No recognized subsidence has been identified in the City. The likelihood of significant subsidence occurring in the City is considered very minimal.

Potential Inundation Due to Dam Failure - The State Office of Emergency Services, since the 1971 San Fernando earthquake, has been charged with the responsibility of delineating all areas subject to inundation due to dam failure (for all those dams under state jurisdiction). The State Division of Dam Safety of the Department of Water Resources has a program to identify those dams most susceptible to seismically caused failure, mainly according to their age, type of construction, and present physical condition. These factors, and others, will be specifically investigated for seismic stability on a priority basis.

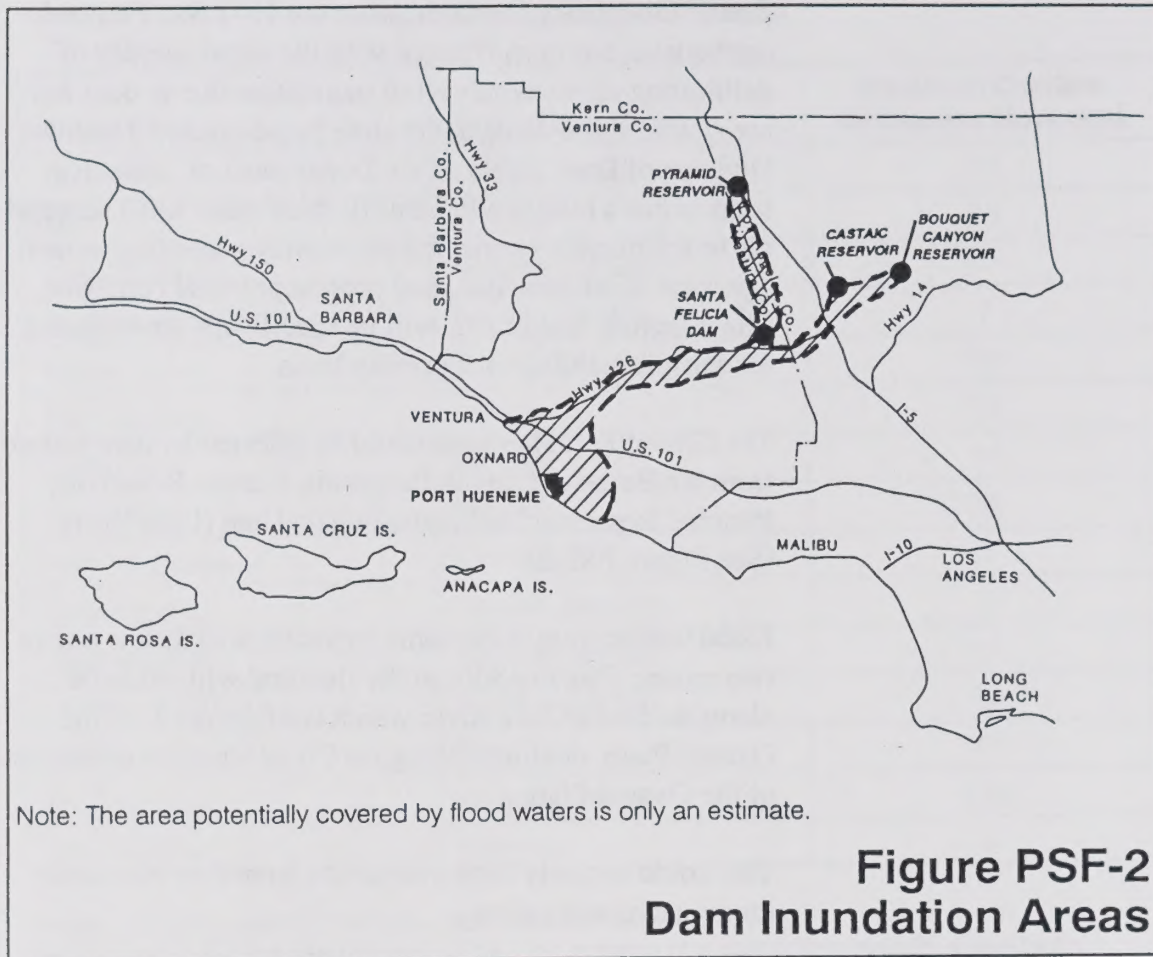
The City of Port Hueneme could be affected by dam failure from the Bouquet Canyon Reservoir, Castaic Reservoir, Pyramid Reservoir, and Santa Felicia Dam (Lake Piru). (See Figure PSF-2)

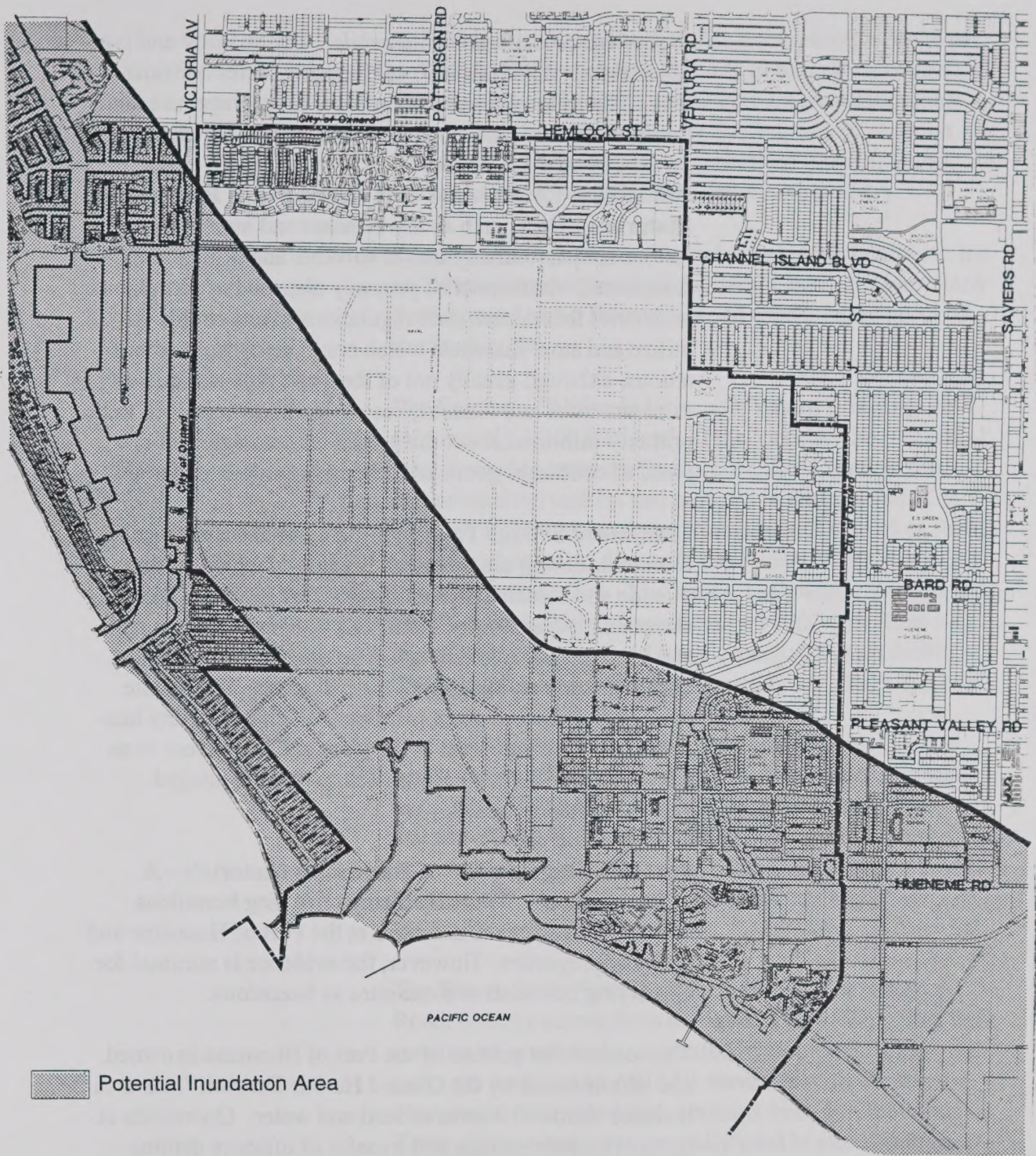
Flood waters from these dams generally will follow one of two routes. The majority of the flooding will either be along the Santa Clara River which is to the north of the Oxnard Plain, or along Calleguas Creek which is to the east of the Oxnard Plain.

This could severely limit evacuation from Port Hueneme during a crisis situation.

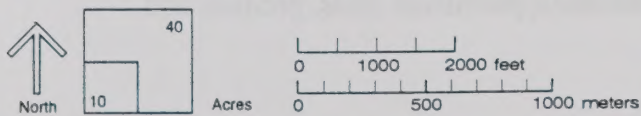
Tsunami - Tsunamis, or seismic sea waves, are generated by undersea movement. The Ventura County coast has a low tsunami damage potential, but may be unsafe during such an event. These waves are not common, and Port Hueneme is somewhat sheltered from tsunamis generated in the North Pacific by the Channel Islands; however, it is relatively exposed to tsunamis generated in the South Pacific. The largest tsunami wave amplitude recorded at Port Hueneme was 8.8 feet, associated with the Chilean earthquake of 1960.

The Multihazard Functional Map includes a map illustrating areas possibly inundated in Port Hueneme from a tsunami. (See Figure PSF-3)





 Potential Inundation Area



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Source: City of Port Hueneme, Multihazard Functional Plan, October 1990



Figure PSF-3
Potential Inundation from a Tsunami

Risk of Upset/Hazardous Materials: The quantity and type of hazardous materials in Port Hueneme varies considerably. The following section explores the storage, use, and transportation of hazardous materials in Port Hueneme.

Household, Commercial, and Public Use of Hazardous Materials - Uses, such as dry cleaners and automotive service shops, routinely utilize solvents and other toxic substances, which must be properly disposed in compliance with strict federal and state regulations. Households also utilize and store materials which could be considered hazardous, although usually not of the same type and quantity as commercial and industrial uses. Homeowners need to be properly informed about the proper use, storage, and disposal of consumer goods containing hazardous materials.

The Oxnard Sewage Treatment Plant utilizes a number of chemicals during the treatment process of which sulfur dioxide and chlorine present the greatest hazard to the surrounding community. The plant contains a 20 ton tank and two one-ton cylinders of sulfur dioxide, and a 90 ton tank and four one-ton cylinders of chlorine. The on-site emergency response team is trained to respond to any hazardous materials incident at the plant and has access to an EPA approved Level A Repair Kit to repair damaged valves or leaking tanks.

Port of Hueneme's Use of Hazardous Materials - A primary concern in Port Hueneme regarding hazardous materials involves the activities at the Port of Hueneme and on Navy properties. However, the evidence is minimal for classifying materials at these sites as hazardous.

The commercial portion of the Port of Hueneme is owned and administered by the Oxnard Harbor District. This area includes about 110 acres of land and water. Operations at the port include storage and transfer of offshore drilling equipment, automobiles, petroleum fuels, produce and other products.

Activities also occasionally include temporary storage of drilling muds. In general, the only potentially hazardous materials handled in bulk at the Port are petroleum fuels. This includes fuel imported for the Southern California Edison (SCE) electric power-generating plant, fuel for vessels, and fuel used by the offshore oil industry.

Petroleum fuel storage is limited to two tank facilities: the SCE tank farm northeast of the harbor and the Tesoro tank farm located along Hueneme Road immediately north of the Sunkist Site.

The Southern California Edison tank farm is located approximately 1,200 feet north of the Sunkist Site. This tank farm is used to temporarily store Bunker C fuel as it is offloaded from tankers and pumped to tanks at the SCE Ormond Beach generating station where it is used as fuel to generate electricity. The tank farm consists of three tanks in a single diked area. Two tanks, each with a capacity of 80,000 barrels (bbls.), have floating roofs. The third tank has a weak seam roof and has a capacity of 30,000 bbls.. The containment area is approximately 125,000 square feet.

Bunker C fuel is brought into the Port by tanker or tank barge and pumped to the storage tanks via a 16-inch pipeline. These tanks essentially act as surge tanks. As the tanks are being filled, the product is also being pumped out of the tanks to the SCE Ormond Beach generating station. Normally, the tanks are left with about ten feet of product to keep the roof floating.

The Tesoro Tank Farm is on the north side of Hueneme Road, directly across from the Sunkist Site. This tank farm consists of seven tanks, separated by two diked areas. All tanks are designed to API 650 standards with weak seam cone roofs. One diked area contains four, 1,000 bbl. tanks. Three of these tanks are normally used to store Number 2 diesel, and the fourth is normally used for cutter stock.

The second diked area contains two 8,800 bbl. tanks, and one 2,640 bbl. tank. One of the 8,800 bbl. tanks is normally used to store Bunker C, while the other is normally used for co-mingled Number 2 diesel. The 2,640 bbl. tank is used to store cutter stock.

Presently, the majority of the products are brought into the facility by truck and sent out by pipeline to the wharfs where they are loaded onto ships. There are tow truck transfer stations, one for the four diesel tanks and one for the other three tanks. Truck deliveries are somewhat seasonal averaging around 50 to 60 per month in the winter and 80 to 100 in the summer.

There are no plans to increase the size of production of the Tesoro facility. Currently, there is an agreement between the City of Port Hueneme and the Port prohibiting any increase in the size of the facility.

The potential hazards associated with these uses are known as "hazard footprints." The potential for fire or explosion is a partly a function of flammability of material stored. Flammable products are those materials that have flash points below 100 degrees Fahrenheit. Combustible products have flash points between 100 degrees and 200 degrees Fahrenheit.

Because of the materials stored at these tank farms, the following four hazard footprints have been identified: 1) personnel radiant heat from a fire; 2) flying debris; 3) blast overpressure; and 4) occupied building radiant heat from a fire. These footprints can vary depending on the type of fuel being stored, the type of materials and construction technique of the storage tanks, and prevailing wind speed and direction.

Personal radiant heat from a fire deals with the flammability or combustibility of a product. The personal radiant heat level that can begin causing second degree burns to human skin exposed for 30 seconds defines this hazard footprint.

A higher radiant heat level would be required to cause harm to people wearing clothing or shielded by objects or located indoors. The radiant heat hazard footprint for storage areas is calculated assuming the entire diked area is flooded and on fire. The radiant heat hazard footprint for tankers is calculated assuming a single tank is on fire.

Vapors can be present inside fuel tanks and if ignited, an explosion can occur resulting in a shock wave (blast overpressure) and flying debris from tanks. Blast overpressure and flying debris hazards could occur from all types of fuel tanks, other than floating roof tanks and tankers equipped with inert gas systems, containing flammable or combustible materials. The blast overpressure hazard footprint extends to the distance beyond which the overpressure has decreased to below 2.5 pounds per square inch. Blast overpressure at this level can begin causing eardrum ruptures. Determining the flying debris hazard footprint is much more problematic. This hazard footprint involves determining the distance debris may travel. The actual distance flying debris may travel is highly variable. The flying debris hazard footprint for a storage tank designed and constructed to American Petroleum Institute (API) 650 standards with a weak seam roof is between 680 and 800 feet depending on tank size. A weak seam roof is designed to blow off in the event of an explosion, relieving pressure vertically rather than horizontally.

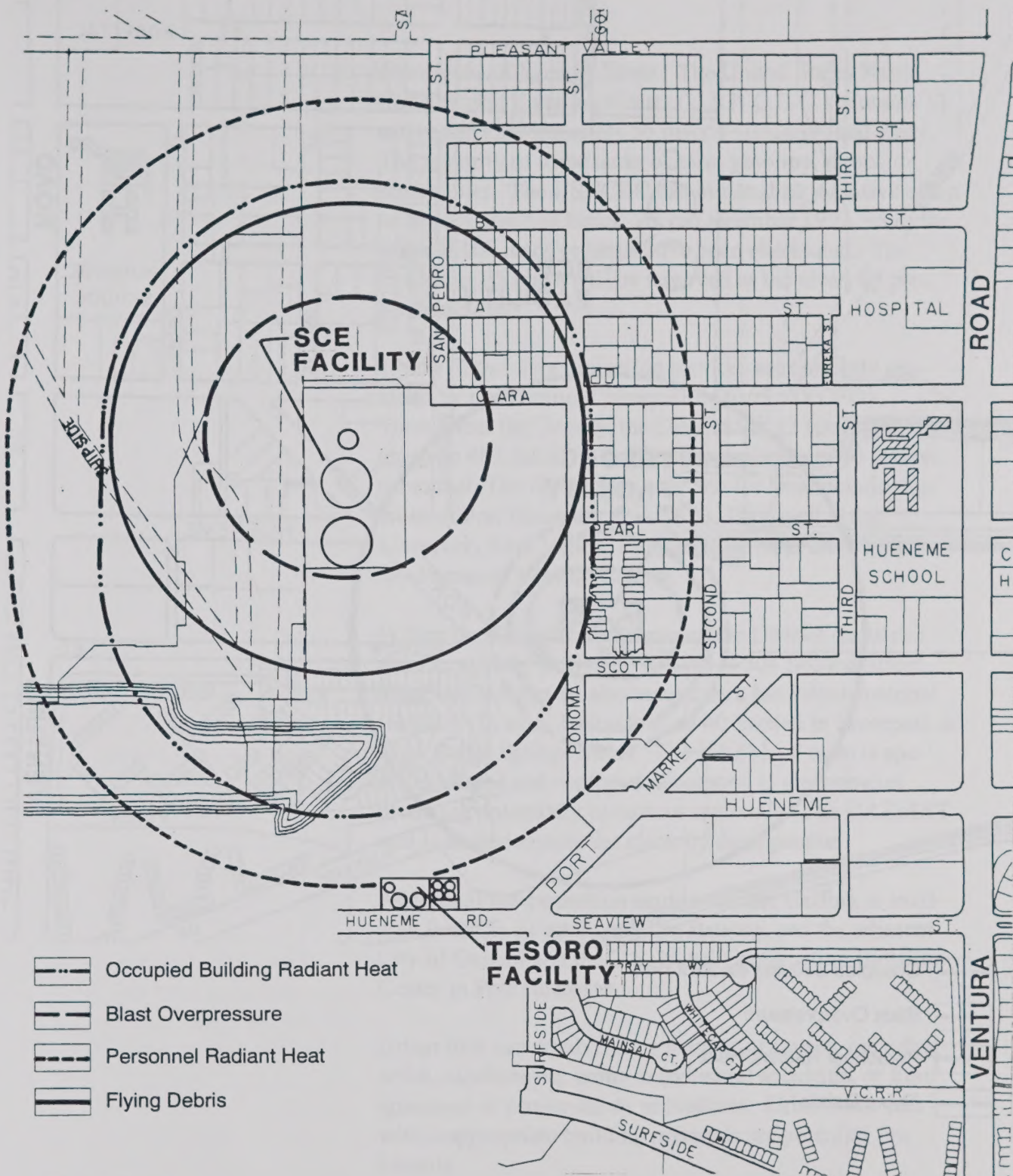
The hazard footprints associated with these two tank farms are shown in Figures PSF-4 and PSF-5. There is some overlap between these two facilities, but more importantly, these hazard footprints extend into adjacent residential areas.

The results of the risk assessment prepared for the Port indicate that the probability of a fire or explosion at these facilities is extremely low. This is because the tanks are constructed with weak seam roofs which release under low pressure and direct explosions skyward; no flammable materials are handled (only combustible); there are no open flames or other sources of ignition present at the facility; and the most common cause of tank explosions is lightning which is not prevalent in Southern California.

In addition, the tanks are designed and built to meet the latest codes. The primary codes governing such tanks are the National Fire Protection Association (NFPA) Flammable and Combustible Liquids Code, and the American Petroleum Institute (API) Standard 650, Welded Steel Tanks for Oil Storage. The probabilities of accidental release at the SCE facility would be approximately the same as for the Tesoro facility.

Various hazardous materials such as drilling muds, chemicals, waste oil, etc. generated by offshore oil industry are periodically brought into the Port by support vessel and then transferred to truck for disposal. In most cases, these materials do not require the calculation of hazard footprints. It is possible that combustible or flammable materials may be brought in; and it is possible that a transfer spill could occur and ignite, creating a radiant heat hazard footprint. The size of such a fire would not be large enough to create a radiant heat hazard footprint that would extend off the Port property.

Also, various hazardous materials such as acids and solvents are periodically brought into the Port by truck and transferred to oil industry support boats. Transfer accidents from these activities are possible and would be similar to those described above.

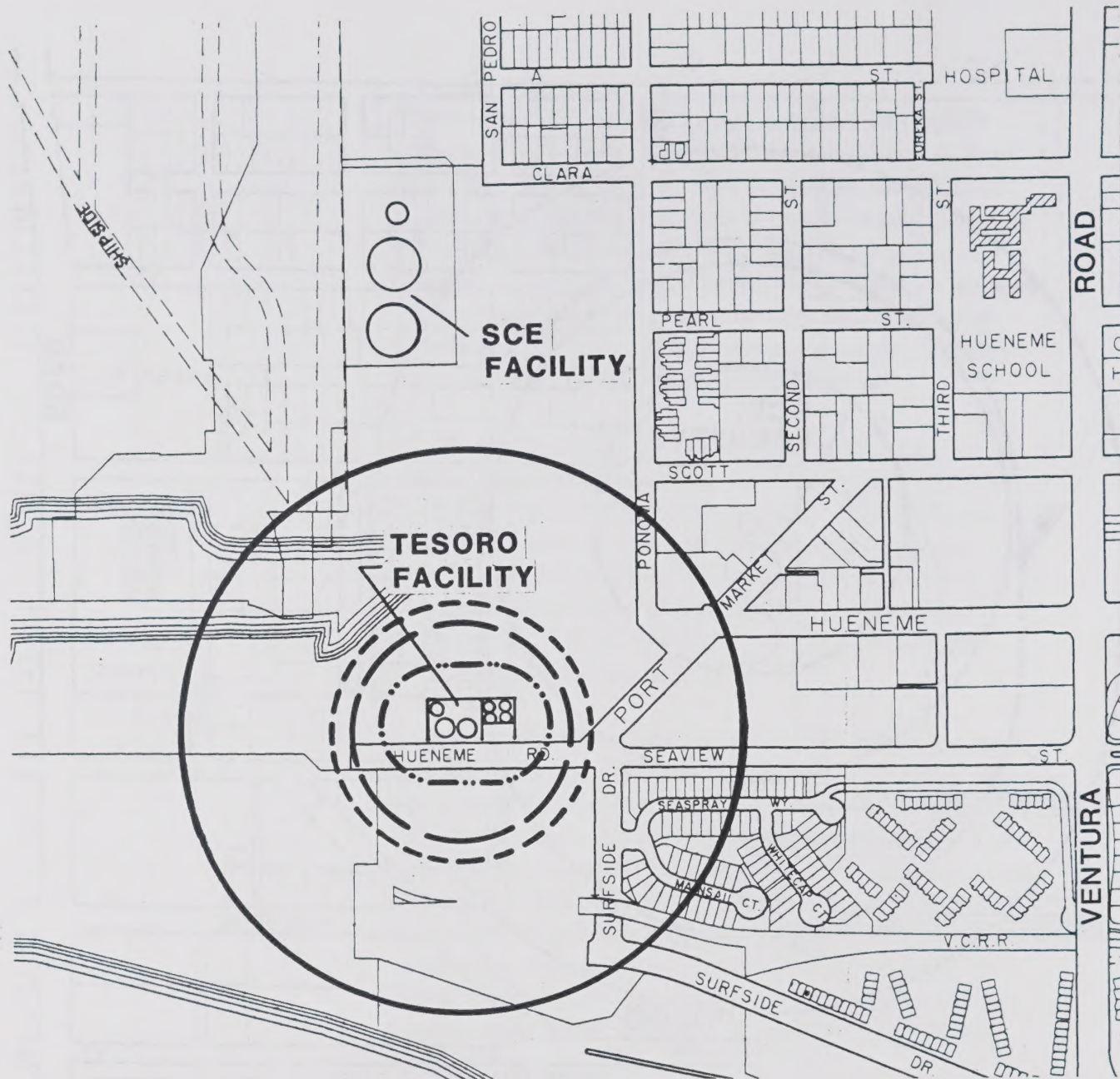


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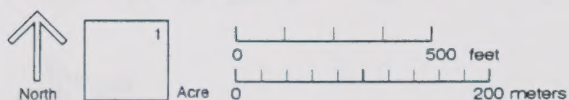
Source: Reese-Chambers Systems, Consultants, Inc.,
September 1990



Figure PSF-4
SCE Facility Hazard Footprints



- Occupied Building Radiant Heat
- Blast Overpressure
- Personnel Radiant Heat
- Flying Debris



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Source: Reese-Chambers Systems, Consultants, Inc.,
September 1990



Figure PSF-5
Tesoro Facility Hazard Footprints

Underground Storage Tanks: The United States Navy Construction Battalion Center (U.S.N.C.B.C.) contains 13 active and approximately 55 inactive underground tanks. The majority of these tanks contain gasoline, diesel, or bunker fuel. The USNCBC has initiated an intensive effort to remove inactive tanks. As of December 1992, 45 of the original 100 inactive tanks have been eliminated. The remaining 55 tanks will be removed as the clean-up program proceeds.

Urban Fires: Fire protection services are currently provided by the Ventura County Fire District (VCFD). Throughout the County, the District has 32 fire stations and employs 463 full-time staff and approximately 40 reserve personnel. The 856-square mile service area includes the cities of Port Hueneme, Camarillo, Thousand Oaks, Moorpark, Simi Valley, Piru, and Ojai, and the unincorporated areas of Ventura County.

Within the City of Port Hueneme, the District maintains one fire station; Station 53 located at 304 Second Street. The Fire Department also maintains a hazardous material (HAZMAT) team at Fire Station 40 located in Moorpark at 4185 Cedar Springs Street. The HAZMAT team is specially trained and equipped to respond to emergencies involving potentially hazardous materials. The HAZMAT unit is staffed around the clock by three people.

Additional fire protection equipment and staffing is available from the 31 additional fire stations, and the adjacent City of Oxnard and the U.S. Naval Construction Battalion Center in Port Hueneme.

Urban fires can result from a number of causes, including arson, carelessness, home or industrial accidents, or from ignorance of proper safety procedures. Urban land uses with inappropriate building materials are potential fire hazards.

The Insurance Services Office (ISO), a private insurance company, establishes ratings of firefighting agencies through its audit of fire districts' facilities, location, and their ability to respond to emergencies. ISO ratings range from Protector Class 1 (excellent) through Protector Class 10 (poor). The current ISO rating for the City of Port Hueneme is Protector Class 5.

An important component of fire fighting ability is having sufficient water pressure. City public works staff indicate that the City maintains pressures around 58 pounds per square inch (psi). This is considered adequate pressure for fighting fires.

Crime: The Port Hueneme Police Department serves the City with a staff of 21 officers and nine non-sworn employees which includes support personnel. The Department has established and maintained a level-of-service standard of approximately one officer per 1,000 residents. In comparison, surrounding communities generally have more officers, such as the City of Ventura which has 1.3 officers/1,000 residents. According to the Port Hueneme Police Department, this is reflective of higher crime rates and larger populations in surrounding jurisdictions. However, as Port Hueneme continues to grow, additional personnel may be required.

Table PSF-2 records the type and number of crimes committed in Port Hueneme between 1982-1992.

As Port Hueneme's resident and business population continues to grow, the City Police Department will need to service a larger community. Additional personnel and equipment may be required for the Department to maintain its high level of service.

**Table PSF-2
Port Hueneme Crime Rate**

Crime	Calendar Year										
	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992
Murder	4	1	2	0	0	3	1	0	1	0	2
Manslaughter	0	0	0	0	0	0	0	0	0	0	0
Rape	9	1	7	3	4	1	7	7	5	4	0
Robbery	48	30	27	31	38	29	28	13	39	37	46
Assaults- Domestic Violence	*	*	*	*	149	129	127	139	105	112	88
Assaults-Other	83	78	82	77	67	61	88	109	161	139	120
Assaults Total	83	78	82	77	216	190	215	248	266	251	208
Burglary	215	261	230	182	224	193	141	146	278	262	250
Thefts	462	438	491	403	422	320	320	338	389	461	409
Stolen Vehicles	58	55	51	48	58	34	53	54	43	82	57
Arson (Building)	1	1	2	1	1	0	1	1	4	2	1
Arson (Vehicle)	1	1	1	0	1	2	0	1	1	1	2
Totals	881	866	893	745	964	772	766	808	1026	1100	975

* Domestic Violence statistics not provided.

Public Facility Issues: Public facility issues focus on how Port Hueneme can continue to provide or support the continued provision of adequate facilities and services to the community's residents.

Education Services: Oxnard and Hueneme Elementary School Districts and the Oxnard Union High School District educate students from Port Hueneme. Each district does not exclusively serve Port Hueneme, and students from other communities attend schools within these districts. Figure PSF-6 illustrates the location of each school district and the schools within Port Hueneme.

All three school districts are experiencing overcrowding problems as individual school sites are approaching their design capacity (see Table PSF-3). Portable classrooms have been located at a number of these schools to accommodate additional students. However, future expansion plans are limited by site and funding constraints.

Table PSF-3 includes only those schools within each district that the majority of Port Hueneme students attend.

Water Service: Water facilities in Port Hueneme are maintained and operated by the City's Public Works Department. Figure PSF-7 outlines the location of the basic facility structure. However, individual lines connecting each neighborhood are not illustrated.

Water is currently supplied to Port Hueneme by the United Water Conservation District (UWCD). The UWCD water supply line enters Port Hueneme at Pleasant Valley Road. The City's 12" line runs along Pleasant Valley Road, serving as the backbone to the water system. See Figure PSF-7 for additional information about the water facility infrastructure.

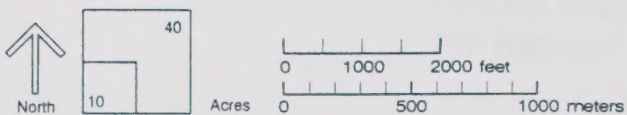
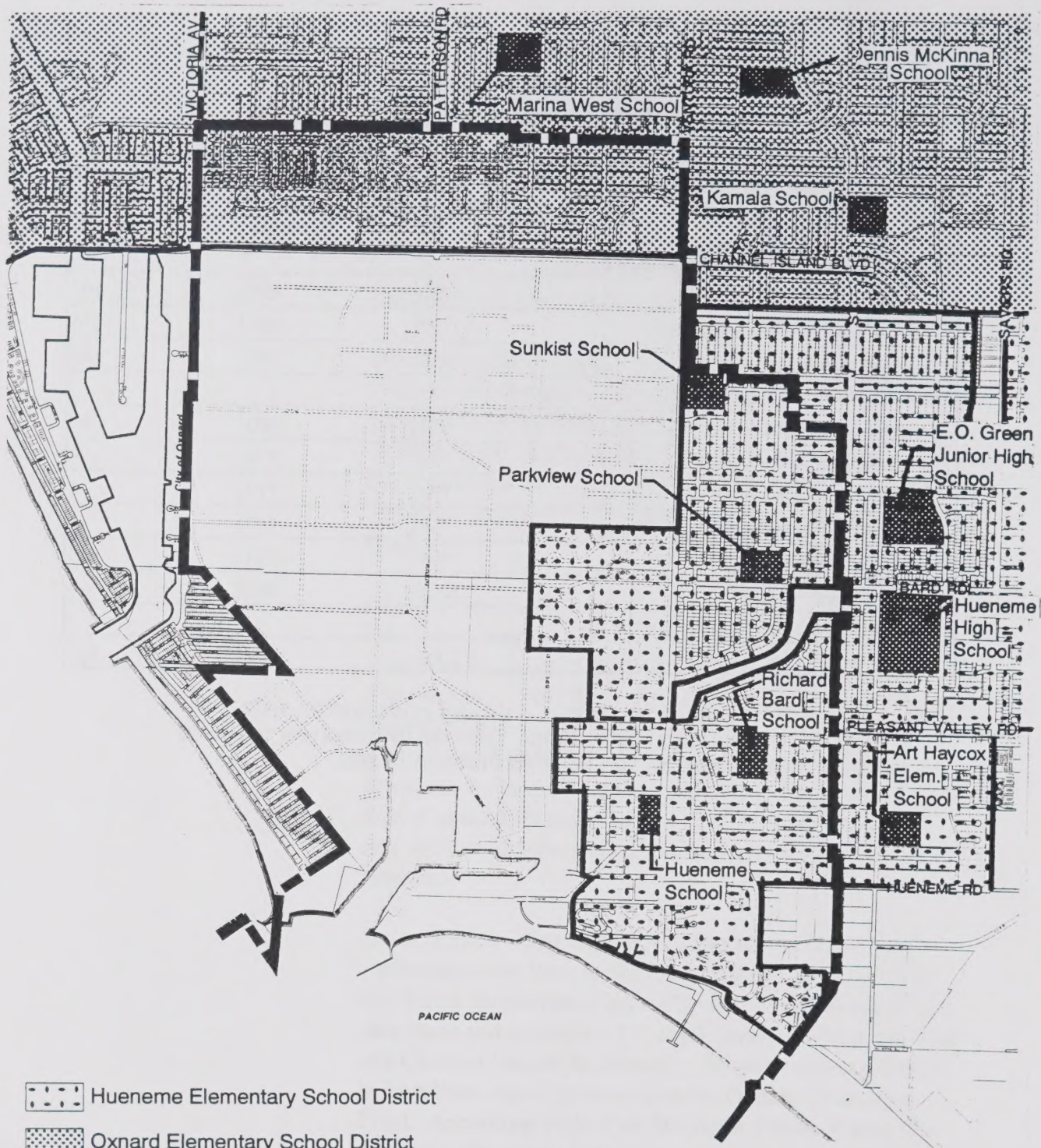
In 1994, the City of Port Hueneme and Channel Islands Beach Community Services District (CIBCSO) formed a joint powers agency - the Port Hueneme Water Agency. The purpose of the PHWA is to improve the quality and reliability of drinking water supplies, and to secure adequate water supplies for current and projected future water demands, for four project participants in the Port Hueneme area of coastal Ventura County. The project participants also include the Navy bases at Point Mugu and Port Hueneme.

Sewer Service: The City of Port Hueneme operates and maintains sewer lines in the City, Hollywood by the Sea, and Silver Strand (see Figure PSF-8). The City of Oxnard also owns and operates a 27" trunk line down Ventura Road and Channel Islands Boulevard. All wastewater generated in Port Hueneme is processed at the Oxnard Treatment Plant. According to the Port Hueneme Public Works Department, the system with proper maintenance will serve the City's future population, and the Oxnard Treatment Plant has adequate capacity to process all wastewater from Port Hueneme.

**Table PSF-3
School Capacities - 1992**

School	Student Population	Design Capacity	Students Above/below Capacity
Oxnard Elementary School District			
Marina West Elementary	797	605	192
Christa McAuliffe Elementary	1122	881	241
Haydock Intermediate	939	795	144
Hueneme School District:			
Hueneme Elementary	553	580	-27
Bard Elementary	761	770	-9
Parkview Elementary	776	770	6
Sunkist Elementary	716	720	-4
Haycox Elementary	694	754	-60
Green Junior High	1004	960	44
Oxnard Union High School District:			
Hueneme High School	2302	1966	336

Source: Oxnard Elementary School District. Estimates as of March 27, 1992.
Hueneme Elementary School District. Estimates for school year 1992-1993.
Oxnard Union High School District. Estimates as of 1992.



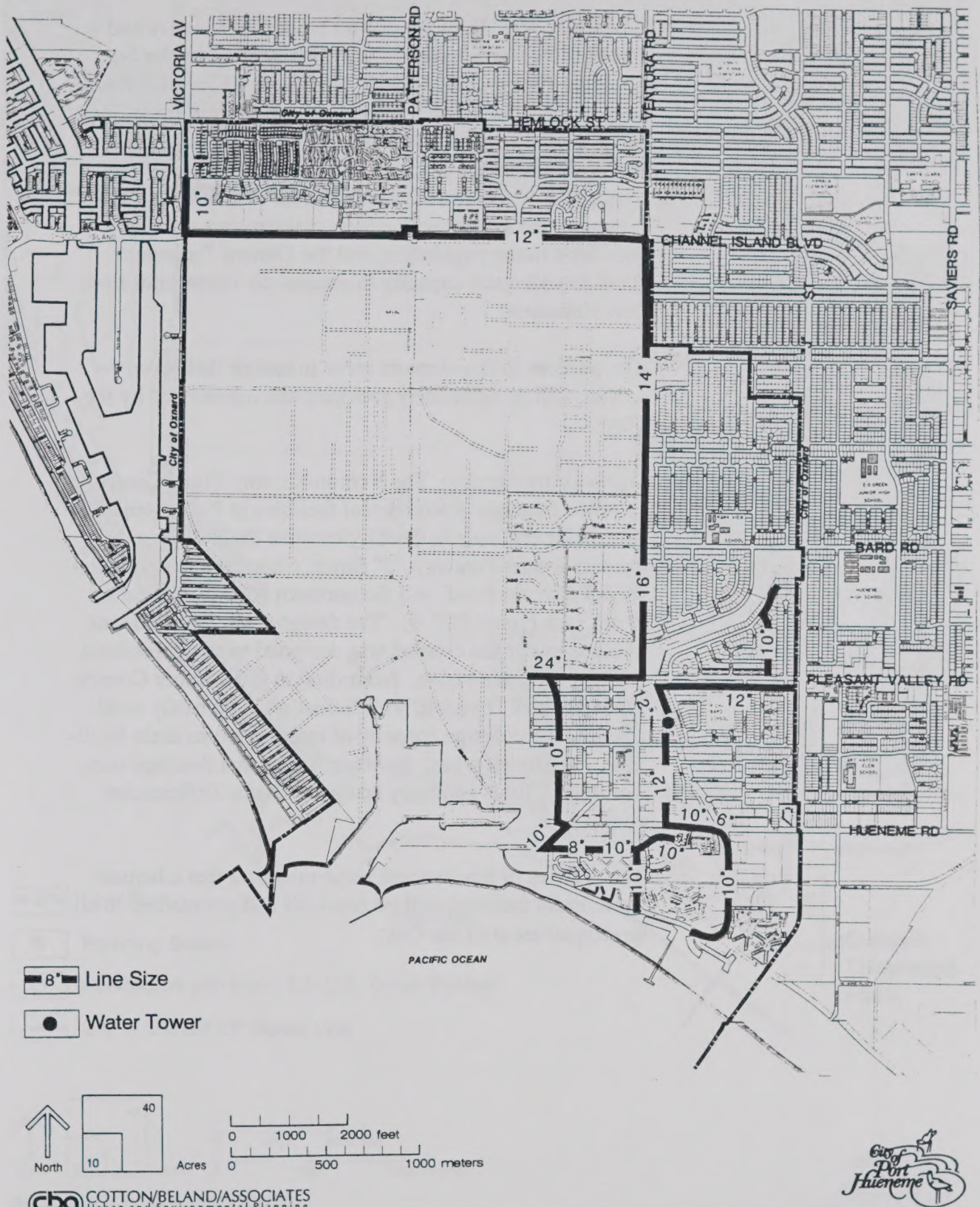
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Source: City of Port Hueneme

Note: High School students in the City attend Hueneme High School, Channel Islands High School, and Santa Clara High School (private).



Figure PSF-6
School District Boundaries



Source: City of Port Hueneme, Public Works Department, 1992

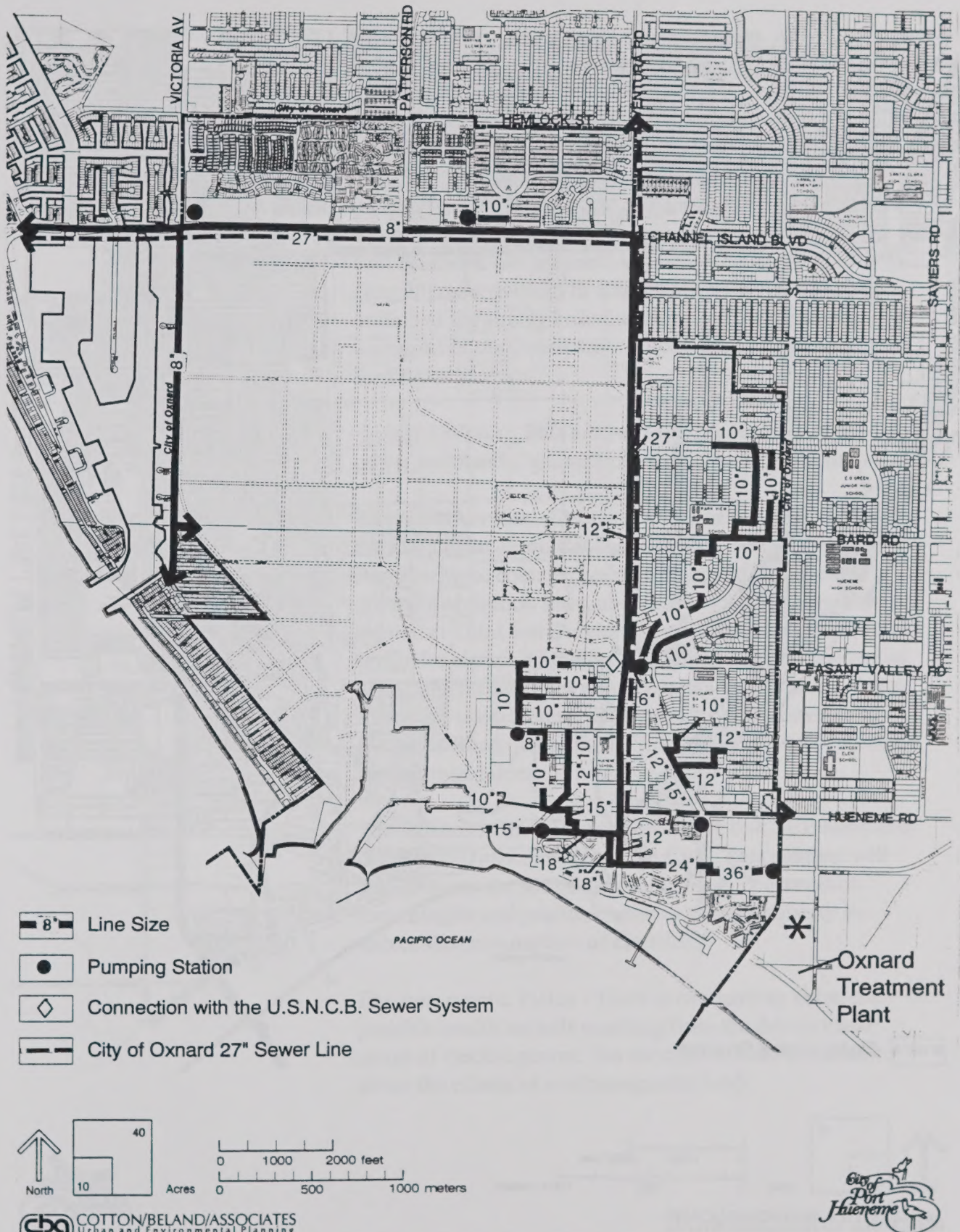
Figure PSF-7
Water Facilities

Sewer Service: The City of Port Hueneme operates and maintains sewer lines in the City, Hollywood by the Sea, and Silver Strand (see Figure PSF-8). The City of Oxnard also owns and operates a 27" trunk line down Ventura Road and Channel Islands Boulevard. All wastewater generated in Port Hueneme is processed at the Oxnard Treatment Plant. According to the Port Hueneme Public Works Department, the system with proper maintenance will serve the City's future population, and the Oxnard Treatment Plant has adequate capacity to process all wastewater from Port Hueneme.

The policies in this element serve to ensure that sewer service will be adequately provided and maintained by the City.

Storm Drain Service: The Ventura County Flood Control Division manages flood control facilities in Port Hueneme. The major channels in the City traverse the Bubbling Springs Linear Parkway, "J" Street, Channel Islands Boulevard, Patterson Road, and the northern portion of Ventura Road. (see Figure PSF-9). The design capacities (amount of storm water the channel was designed to accommodate) of these channels varies. According to the Ventura County Flood Control Division, no information is currently available about the design capacity of existing storm drain facilities. The Division has, however, stated that drainage control in the City is generally adequate and no deficiencies exist.

The policies of this element serve to ensure that adequate storm drain facilities will be provided and maintained in all developed areas of the City.



Source: City of Port Hueneme, Public Works Department, 1992

**Figure PSF-8
Sewer Facilities**



AB-939 mandates source reduction of solid wastes to prolong the lifespans of California's existing landfills. The law requires each jurisdiction to prepare a comprehensive solid waste management plan which would enable the jurisdiction to reduce its waste stream 25 percent by 1995 and 50 percent by 2000. Recycling and composting are key methods of source reduction encouraged by the law. The City of Port Hueneme has prepared a Source Reduction and Recycling Element (SRRE) in compliance with AB-939. An outline of the strategies included in the City's SRRE are contained in the Conservation/Open Space/Environmental Resources Element.

Energy Utilities: This section explores both electrical power and natural gas service to the City of Port Hueneme.

Electrical Service - Electrical power is provided to the City by the Southern California Edison Company (SCE). Port Hueneme contains both underground and above ground distribution lines, and SCE's electrical substation located at Third and Seaview Streets serves as a distribution center for electricity in Port Hueneme. All new residential developments and lines along Ventura and Pleasant Valley Roads are underground. However, the area above Hueneme Road east of the U.S.N.C.B.C. generally contains above ground lines.

The policies in this element will ensure that SCE maintains distribution lines throughout the City. This element will also promote the use of available energy conservation technologies and practices which have the capacity to reduce the consumption of electricity.

Electromagnetic Fields - There is controversy about the possible health hazards resulting from the delivery and usage of electric power. No conclusive data is available about the effects of electromagnetic fields.

Natural Gas Service -Natural Gas service is provided to Port Hueneme by the Southern California Gas Company (SCG) which maintains a network of underground distribution lines throughout the City. The policies in this element will ensure that SCG will continue to provide adequate natural gas service to the City. This element will also promote the use of available energy conservation technologies and practices which have the capacity to reduce the consumption of natural gas.

Communication Services: This section explores both telephone and cable television service to the City.

Telephone Service: Telephone service is provided to Port Hueneme by the General Telephone Company. As with other public utility companies, the General Telephone Company is required by California PUC regulations to provide service to all new and existing developments. This element will serve to ensure that adequate telecommunication services are available throughout the City.

Cable Television Service - Cable television, along with other broadcast media, is important not only for its entertainment value, but also as a source of information during disasters or emergencies. This element will serve to ensure that cable television service continues to be available to all new and existing residential and commercial developments in the City.

Port Hueneme is served by the Jones Intercable cable television company. Cable television is currently available to all residents; however, connections to individual residences may not exist.

*Public Safety and
Facilities
Goals and Policies*

GOAL 1: PROTECT PORT HUENEME'S RESIDENTS, WORKERS, AND VISITORS FROM FLOOD HAZARDS.

Policy 1-1: Require mitigation for development in flood hazard areas as specified in the City's Zoning Ordinance - Flood Control Overlay.

Policy 1-2: Require local drainage improvements as part of all new development approvals.

GOAL 2: MITIGATE THE POTENTIAL FOR LOSS OF LIFE, INJURIES, DAMAGE TO PROPERTY, AND ECONOMIC AND SOCIAL DISPLACEMENT RESULTING FROM FUTURE EARTHQUAKES OR OTHER GEOLOGIC HAZARDS; BY THE AVOIDANCE, ELIMINATION, OR REDUCTION OF RISK TO AN ACCEPTABLE LEVEL.

Policy 2-1: Improve interjurisdictional cooperation and communication to improve disaster response and emergency preparedness.

Policy 2-2: Incorporate guidelines and recommendations resulting from the implementation of AB 3897, Seismic Hazards Mapping Act, as they become available into the Seismic Safety Element, Zoning Ordinance, and other City policy documents, codes, and guidelines.

Policy 2-3: Promote the public's education of earthquake and associated hazards through City newsletters, school programs, neighborhood groups, and other methods as appropriate.

Policy 2-4: Maintain, revise (when necessary) and enforce appropriate standards and codes to reduce or avoid all levels of seismic or geologic risk.

GOAL 3: ENSURE THAT LIFE AND PROPERTY IN PORT HUENEME ARE NOT ENDANGERED BY THE USE, STORAGE, OR TRANSPORT OF HAZARDOUS MATERIALS.

Policy 3-1: Support the Fire District Air Pollution Control District and County Environmental Health Department's monitoring of dry cleaners, film processors, auto service establishments, and other businesses which use hazardous materials or generate hazardous waste.

Policy 3-2: Ensure that new facilities involved with handling hazardous materials are located at a safe distance from other land uses that may be adversely affected by this activity, based on the fire code, industry thresholds, EPA regulations and other means.

Policy 3-3: Encourage citizens and crime watch organizations to report unlawful dumping of hazardous materials.

Policy 3-4: Support the enforcement of state and federal safety standards for the transportation of hazardous materials.

Policy 3-5: Recognize the necessity of transporting hazardous materials along key transportation routes.

- Seek establishment of additional checkpoints for hazardous materials transport.
- Limit stops and travel by hazardous materials transport vehicles in Port Hueneme to the maximum extent possible within federal guidelines.

Policy 3-6: Coordinate with neighborhood groups.

GOAL 4: PROTECT ALL PERSONS AND PROPERTY IN PORT HUENEME FROM URBAN FIRES.

Policy 4-1: Provide for Fire Department review of development plans as part of the review process for all new developments.

Policy 4-2: Pursue the development of a new fire station in Port Hueneme.

GOAL 5: PROTECT ALL PERSONS AND PROPERTY FROM CRIMINAL ACTIVITIES.

Policy 5-1: Provide for law enforcement review of development plans as part of the review process for all new development projects.

Policy 5-2: Ensure through the design review process that developments incorporate safety concerns into the site, circulation, and landscaping plans.

Policy 5-3: Promote the use of defensible space concepts (site and building lighting, visual observation of open spaces, secured areas, etc.) in all project designs.

Policy 5-4: Encourage citizen participation in public safety programs such as Neighborhood Watch, and facilitate educational programs dealing with personal safety awareness.

Policy 5-5: Promote public education programs involving safety issues.

Policy 5-6: Maintain preparedness for civil disorders through preparation of contingency plans and review of permits for parades, demonstrations, and special events.

GOAL 6: PROVIDE OPPORTUNITIES FOR QUALITY EDUCATION TO ALL KINDERGARTEN, ELEMENTARY SCHOOL, MIDDLE SCHOOL, AND HIGH SCHOOL-AGED RESIDENTS.

Policy 6-1: Cooperate with all the school districts to expand or upgrade its educational facilities, as deemed appropriate by the Planning Department.

Policy 6-2: Coordinate with the school districts in utilization of joint school/park facilities.

GOAL 7: MAINTAIN A CONSISTENT LEVEL OF QUALITY WATER SERVICE IN THE CITY AND PROMOTE WATER CONSERVATION.

Policy 7-1: Coordinate with the United Water Conservation District to conserve water.

Policy 7-2: Work closely with the Fox Canyon Groundwater Management Agency to preserve groundwater supplies.

Policy 7-3: Encourage through City's Landscape Design Standards the use of drought resistant landscaping to reduce overall water use.

Policy 7-4: Continue to require installation of ultra low-flow fixtures (toilets, faucets, etc.) in all new developments.

Policy 7-5: Support the City's Retrofit Rebate Program to reduce water consumption in existing developments to the extent necessary to balance total water demand with available supply.

Policy 7.6: Work closely with the Naval Construction Battalion Center (CBC) to develop a joint use water treatment plant, related facilities, and/or water purchase agreements to improve water quality both within the City and at the CBC.

GOAL 8: MAINTAIN A CONSISTENT LEVEL OF QUALITY SEWER SERVICE THROUGHOUT THE ENTIRE CITY.

Policy 8-1: The City will regularly review capacities of sewer lines to identify service inadequacies which should be addressed by the responsible public agencies.

Policy 8-2: Continue to provide adequate sewer infrastructure in Port Hueneme.

GOAL 9: PROVIDE AND MAINTAIN NECESSARY STORM DRAINAGE CONTROL FACILITIES.

Policy 9-1: Coordinate flood control planning with the Ventura County Public Works Department.

Policy 9-2: Condition discretionary development to comply with local and area-wide programs developed and implemented in response to and in compliance with the Clean Water Act or Ventura Countywide National Pollutant Discharge Elimination System (NPDES) Stormwater Permit.

GOAL 10: PROVIDE NECESSARY CONTROL AND REDUCTION OF SOLID WASTE GENERATION AND DISPOSAL.

Policy 10-1: Implement the City's Source Reduction and Recycling Element.

Policy 10-2: Encourage composting as an alternative to disposal for organic wastes.

Policy 10-3: Investigate the feasibility of creating a curbside recycling program for all residential uses, and implement if cost effective.

Policy 10-4: Encourage and facilitate waste reduction, recycling, and use of recycled materials within City government offices and facilities.

Policy 10-5: Publicize and educate the public about waste reduction techniques and facilities.

Policy 10-6: Review waste collection procedures for conformance with safety codes.

GOAL 11: ENSURE THAT THE CITY'S ELECTRICAL AND NATURAL GAS UTILITY INFRASTRUCTURE IS ADEQUATELY PROVIDED AND MAINTAINED BY SERVICE PROVIDERS; AND PROMOTE ENERGY CONSERVATION THROUGH APPLICATION OF ENERGY-SAVING TECHNOLOGIES AND EFFICIENT USE OF AVAILABLE ENERGY.

Policy 11-1: Encourage planned improvements to and the orderly extension of electricity and natural gas service systems in the City.

Policy 11-2: Require all new electrical transmission and distribution lines to be placed underground.

Policy 11-3: For new developments, encourage passive design concepts which increase energy efficiency by making use of the natural climate.

Policy 11-4: Require that new construction not preclude the use of solar energy systems installed on adjacent properties.

Policy 11-5: Encourage landlords and developers to install solar collectors within prescribed height limits.

Policy 11-6: Educate the public regarding the need for energy conservation, including techniques which can be employed and systems which are available.

GOAL 12: PROVIDE QUALITY COMMUNICATION SYSTEMS WHICH MEET THE DEMANDS OF NEW AND EXISTING DEVELOPMENT IN THE CITY.

Policy 12-1: Require all new construction to be wired for telephone and cable television services.

GOAL 13: CONTINUE TO PROTECT THE PUBLIC'S SAFETY AT PUBLIC PARKS AND RECREATION FACILITIES.

Policy 13.1: Provide lifeguards at Hueneme Beach Park to protect ocean swimmers, to the extent that the City has financial resources to provide such services.

Policy 13.2: Design playground equipment to satisfy requirements established by the United States Consumer Product Safety Commission (USCPSC).

***Public Safety and
Facilities Plan***

The Issues Section has identified a number of concerns, relating to flooding and seismic hazards, hazardous materials, urban fires and crime. The Plan section addresses these issues through an emergency response action plan. Additional information is provided for the handling and storage of hazardous materials and preventative measures to be undertaken prior to a seismic event. The Plan section does not include a discussion of public facilities, services, and utilities because these issues are addressed in the Goals and Policies section.

Emergency Response: Port Hueneme is part of the Ventura County Fire District and has its own police department to adequately provide the needed fire and police protection to the City. Information concerning both these services is contained in the Issues section of this element and the Goals and Policies section outlines steps to provide improved service.

The City's Multihazard Functional Plan designates the proper procedures that are to be followed during a major emergency. Emergency procedures include evacuation routes, care and shelter operations, and medical facilities.

Evacuation Routes: The City of Port Hueneme's Multihazard Functional Plan has designated routes to be utilized in emergency situations. Pleasant Valley Road is the eastern evacuation route, Ventura Road, the northern route, and Channel Island Blvd., the east/west route. During a crisis situation, residents would evacuate along these routes.

Care and Shelter Operations: The American Red Cross provides disaster relief in peacetime. The agency is charged with emergency lodging, food and clothing for individuals in shelters, food for disaster workers, and registration/inquiry service.

According to the City's Multihazard Functional Plan, schools and churches are the most preferred facilities for lodging during emergency situations. However, all suitable buildings other than those being used for emergency functions may be used for lodging.

Refer to Figure PSF-10 for the location of Sunkist School and the Recreation Center in Port Hueneme that can be preferably utilized during crisis situations.

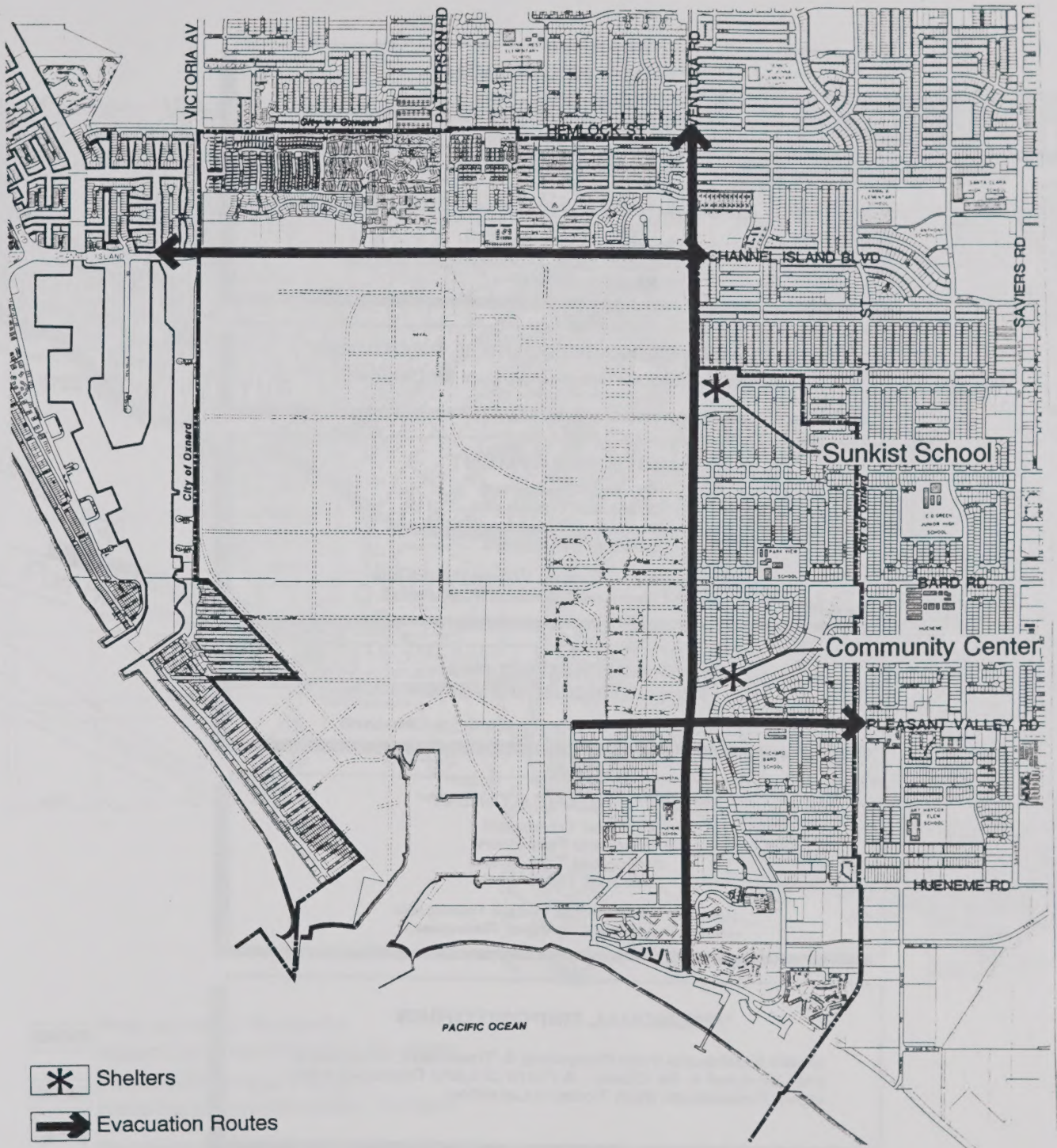
Medical Facilities: Port Hueneme residents have access to a number of hospitals regionally. However, only St. Johns Regional Hospital in Oxnard is located within a short driving distance of the City.

Hazardous Materials Plan: The Ventura County and Incorporated Cities Hazardous Waste Management Plan establishes goals, policies, and programs to ensure the safe handling, storage, and transportation of hazardous materials. Hazardous waste will be handled and stored according to the Hazardous Waste Management Hierarchy where source reduction is the first priority, followed by onsite recycling, onsite treatment, offsite recycling, offsite treatment, with disposal being the last resort. (See Figure PSF-11)

The Plan also designates the routes to be utilized for the transport of hazardous materials. (See Figure PSF-12)

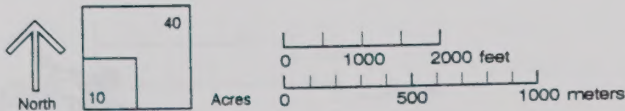
As identified in the Issues Section, materials utilized at the Port of Hueneme may be considered hazardous. A series of mitigation measures have been adopted to ensure the continued safe operation at the Port. If the mitigation measure applies specifically to either the SCE or Tesoro facility, this is indicated in parenthesis.

1. Install a sensing system and alarm to detect a spill early and notify the fire department. Examples of such systems include high and low alarms on the storage tanks, liquid detectors in the dike, and hydrocarbon vapor detectors. Any system should be developed in conjunction with and approved by the fire department. Such a system would allow rapid response to reduce the potential for ignition. (SCE, Tesoro)



* Shelters

➔ Evacuation Routes

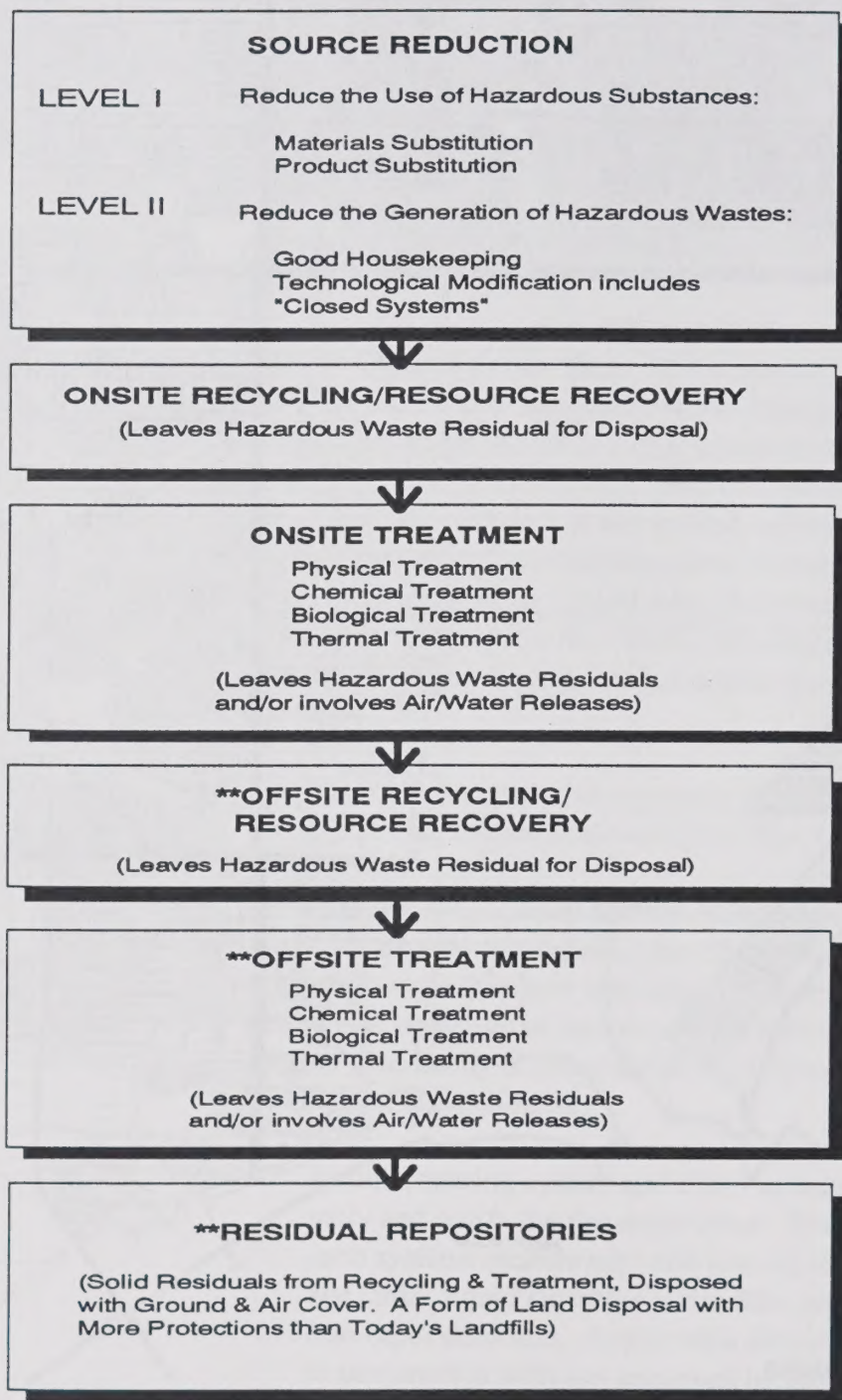


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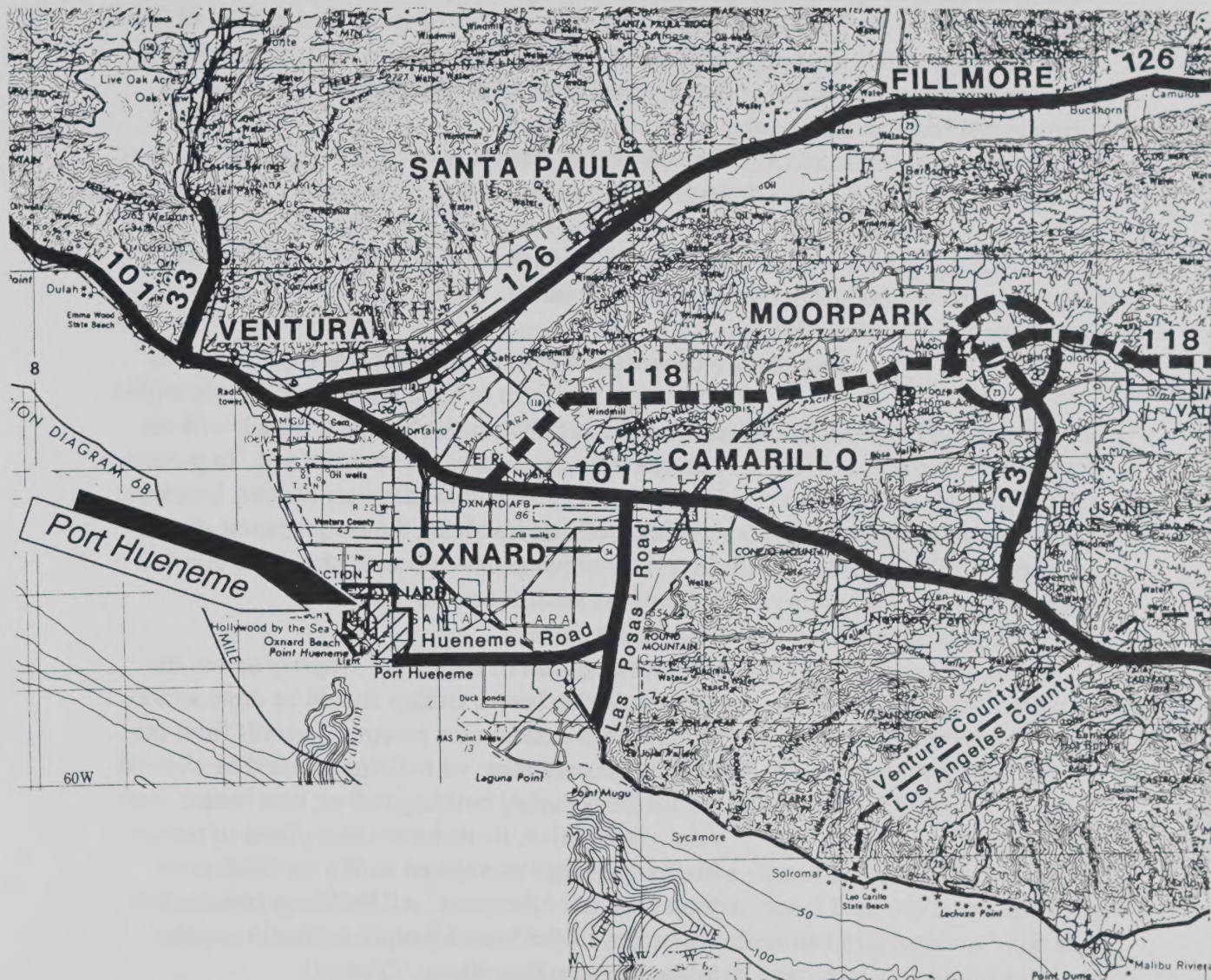
Source: City of Port Hueneme Police Department, 1992



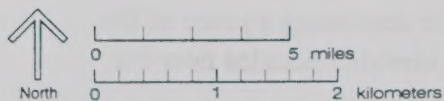
Figure PSF-10
Emergency Facilities



** Offsite Facilities Requiring "Siting"



-  Proposed Main Routes for Hazardous Waste/Materials Transport
-  Proposed Alternate Route for Hazardous Waste/Materials Transport
-  Proposed Extension of Highway 23



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Urban and Environmental Planning

Source: City of Port Hueneme, Multihazard Functional Plan, October 1990



Figure PSF-12
Hazardous Waste Transportation Routes

2. Purchase and store on site an adequate amount of AFFF foam to be used by the fire department in the event of a petroleum fire or spill. The amount of foam required and the storage location of the foam should be approved by the fire department. (SCE, Tesoro)
3. Investigate the feasibility of SCE minimizing the long term storage of cutter stock in the tank. In addition, investigate the feasibility of having SCE notify the District, if the flash point of the stored product is below 200 Fahrenheit. (SCE)
4. New facilities or developments that would allow or encourage members of the public to congregate within existing hazard footprints should not be allowed unless mitigation measures are incorporated. In particular no schools, rest homes, day care centers, hospitals, or other facilities involving the congregation of children or mobility-impaired people should be allowed within the hazard footprint. (Tesoro)
5. Any development of the vacant property across the street from the Tesoro facility should be done so taking into consideration the potential hazards from the facility. In particular, no buildings should be allowed within the occupied building radiant heat hazard footprint. In addition, no parks or other places of public assembly should be allowed within the blast over-pressure hazard footprint. All buildings constructed within any of the hazard footprints should contain tempered glass throughout. (Tesoro)
6. The Oxnard Harbor District and the County of Ventura Fire Protection District should finalize a fire prevention action agreement.
7. Because of the unique requirements for fighting ship-board fires, it is recommended that the Ventura Fire Protection District consider stationing a piece of fire equipment equipped with elevated nozzles near the Port.

8. The Oxnard Harbor District should continue to closely regulate the handling and storage of flammable materials within the confines of the Port. It is recognized that the Port and its users need some degree of flexibility when it comes to handling flammable or combustible products because the needs and requirements of industry change. The risk analysis previously conducted was based on the current products being handled at the Port. None of these products were classified as flammable, i.e., have a flash point less than 100°F. Hence, it is recommended that any proposal to bring flammable liquid bulk materials into the Port be treated on a case-by-case basis.
9. All of the storage tanks at Tesoro and the cutter stock storage tank at SCE are weak seam cone roof tanks designed to American Petroleum Institute (API) Standards. The tanks are designed such that in the event of an explosion inside the tank, the resulting pressure will lift the roof off preventing the sides of the tank from blowing apart. One known explosion resulting in flying debris was proven to be the result of improper tank installation. hence, one way to further reduce the possibility of flying debris from an explosion is to have a qualified engineer verify that the tanks meet API standards. (SCE, Tesoro)

Despite these preventative measures if an accident does occur, the Multihazard Functional Plan outlines steps to be undertaken during a hazardous material incident. The City will cooperate and assist in emergency operations as required.

Seismic Hazard Mitigation: The City of Port Hueneme cannot directly mitigate groundshaking hazards (e.g., liquefaction) because it is an inevitable effect of living in a seismically active region. The City requires that housing and other structures are designed to be as shock resistant as possible or feasible through the implementation of the City's building codes. Special review procedures will be incorporated on structures designed for human occupancy, critical service structures, and vital emergency facilities which are essential during periods of emergency.



General Plan

CITY OF PORT HUENEME

GENERAL PLAN

**ECONOMIC DEVELOPMENT
ELEMENT**

Background information and development estimates in this element are based on a 1992 audit of economic conditions. Projections of growth and development in the element are based on the period beginning in 1992, and may therefore be different than other estimates in the General Plan.

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ECONOMIC DEVELOPMENT ELEMENT

Introduction **Purpose:** It is the intent of the Economic Development Element to define a set of policies which will assist the City's elected leadership and management in the formation of deliberate initiatives for the maintenance and enhancement of Port Hueneme's economic development. An Economic Development Element is not mandated as part of the City's General Plan by State law. However, this Element will support the City's desire to provide a fiscally stable economic base and to maximize employment opportunities for residents so that a favorable jobs/housing balance is maintained, all within the context of safeguarding Port Hueneme's quality of life. Since rising costs and restrictions on revenue sources, as well as economic cycles and structural changes, have placed cities in competition with one another, the Economic Development Element provides the realistic framework within which Port Hueneme can pursue its economic goals. Much of the research for this element was conducted prior to the emergence of the State government's extreme budget/fiscal condition. The complete ramifications of this situation cannot be assessed in this document. The City should vigilantly monitor this situation as it unfolds.

Scope and Content: The General Plan as a whole provides a comprehensive strategy for the management of the City's diverse physical, economic and social resources, so there is a high level of interrelationship among the elements of the General Plan. The Land Use Element provides for the types, density/intensity and distribution of development.

The Economic Development Element provides for the manner in which the uses accommodated by the Land Use Element will be attracted to the City and/or maintained at a high level of productivity over time.

Other elements such as Circulation, Conservation/Open Space and Public Safety address in detail those services, resources and hazards that must be managed in order to facilitate activities specified in the Land Use and Economic Development Elements.

The Economic Development Element was developed through a process that involved a detailed Economic Audit of the City to identify the potential for, and the nature of, economic development over the next two decades. The Economic Audit included surveys of City residents, people from Port Hueneme and surrounding areas who shop in the City, retail business owners, and industrial business owners.

The data included in the Economic Development Element is based on an analysis conducted in 1992. Projections of growth and development in the element are based on the period beginning in 1992, and may therefore be different than other estimates in the General Plan.

*Market Analysis/
Economic Audit* This economic audit was undertaken to identify the potential for, and the nature of, further development in the City of Port Hueneme over the next two decades. Through the process of the audit the opportunities available to Port Hueneme, as well as the constraints that face the City, were identified. The audit provides the basis for two subsequent tasks: the fiscal impact analysis which will identify the net impact of potential development on City financial resources and the Economic Development Element of the General Plan with specific goals and policies to guide City actions related to economic development issues.

Summary of the Economic Audit: The following section summarizes the Economic Audit by economic sector. The summary presents findings which suggest issues to be addressed by the City of Port Hueneme, opportunities on which to build future growth, and constraints to acknowledge.

Housing Sector

- A shift in residential construction in Port Hueneme over the last decade from single-family to multi-family units reflects several concurrent trends: The continued construction of beach-oriented multi-family homes marketed to the second-home and local higher-end buyer; diminishing availability and/or size of parcels in undeveloped parts of the City; and infill construction on small parcels in developed areas of the City. These trends are expected to continue over the next two decades, resulting in construction of primarily multi-family units in the City.
- Based on the 1992 audit, it is estimated that an additional 800 to 1,000 dwelling units may be constructed in Port Hueneme by 2010. Population growth provides valuable additional support for retail activity in the City.
- About 10% of all units in multi-family structures are used as second homes by persons living outside the City. (This does not include units that are purchased by non-residents and then rented out on a yearly basis.) Although the second-home market dwindles dramatically in a sluggish economy, suitable sites exist for this use such that over time Port Hueneme can expect that 10% of its new housing stock will be used as second-homes.

Second-home buyers provide some additional support for housing in Port Hueneme, but they provide only marginal additional support for retail activity due to the shorter-term nature of their visits and the relatively small number of these part-time residents.

Retail Sector

- Currently, there are 463,000 square feet of retail space in the City, all of which serves local neighborhoods and communities.

- High volume, discount outlets have recently proliferated throughout Southern California. Due to their size and merchandising techniques, these outlets draw from retail market areas that are geographically equivalent to regional centers; however, they are freestanding and do not depend on proximity to other commercial activities.

Many of these stores have site requirements that exceed the largest parcels in Port Hueneme. Other stores which may be physically accommodated in the City are satisfied with their existing location in the general area and are not planning to relocate or would not locate another store as close as Port Hueneme. A high volume discount outlet store is not currently located in the City.

- The ability of local-serving stores on Channel Island Boulevard to capture consumer dollars from outside the City suggests that this is the most appropriate location for new retail development in the City of Port Hueneme relative to other locations within the City, should sufficient demand be identified.
- New retail space supportable by population growth in Port Hueneme and nearby Oxnard is estimated to be 42,000 square feet by 2000 and 114,000 square feet by 2010. This is based on per capita income figures for new year-round and seasonal residents derived from recent sales data and a demand forecasting model which takes into account shopping patterns and typical sales volumes per square foot in local-serving space. Seasonal homeowners/users generate less than 5% of support for the projected space: since second homes are not occupied year-round, market support attributable to these units is less than that attributable to year-round units and may be an equivalent of four units to one unit occupied year round.

- Retail space in the City now has a vacancy rate of 11%, most likely due to a combination of three factors: the slow economy, the relatively recent openings of two shopping centers, and older retail space that is becoming increasing non-competitive, particularly along Pleasant Valley Road and eastern Hueneme Road. Assuming that 4% of retail space in the city is vacant because of overbuilding and that this space will absorb new demand before additional space is needed, the amount of new supportable square footage by 2010 would be reduced from 114,000 square feet to 95,600 square feet.

Adjustments do not need to be made for vacant non-competitive retail space as it is a suitable target for re-cycling to other uses. As currently occupied older space is recycled, the potential amount of new space in the City is increased by an equivalent amount.

Hotel Sector

- The overall occupancy rate in the market area in which the City is located (the Cities of Port Hueneme, Oxnard and Ventura) was 59% over the past year. There is only very slight variation in occupancy rates when examined by type of customer base, location and room rate.

An occupancy rate of 65% is the acceptable break-even level under normal hotel measurement criteria and 70% is considered an acceptable stabilized occupancy rate.

- Approximately 70% of the customers of hotels in Port Hueneme and one in Oxnard closest to the Naval Base are Base-related. However, Base-related activity is not expected to increase so that support from this sector will not be a contributing factor to growth in the hotel market.

Overall, about 41% of all hotel clientele in the three-city area is business-related, while 36% is tourist-related. Sixteen percent of the customer base in the market area, includes mix of residential use, truckers, etc. Another 7% is attributable to Navy Base-related activity. Only the hotels in Port Hueneme and Oxnard in close proximity to the base mentioned clientele support related to the Base.

- Up to an additional 125 rooms in Port Hueneme may be supported by the market over the next 20 years. Market support for new hotels in the area will primarily be drawn from tourist activity. Some non-Base business support may be attracted by a facility in a particularly attractive location (i.e. with a water view) with meeting room facilities.

Given the source of market support, the location of a new facility in Port Hueneme is critical. A site on or within an easy walk to the beach can compete effectively with other facilities in the market. A location directly on the beach may actually be able to increase Port Hueneme's share of the market.

The extent to which the market is now overbuilt suggests that development of a new facility is not feasible until the latter part of this decade.

Industrial Sector

- While the average annual amount of new industrial space increased over the last decade in Southern California, Ventura County captured a very small and declining share of the overall growth. In absolute terms, the average annual amount of industrial space developed in the County was 1.5 million square feet from 1980 to 1990 but decreased to 1.2 million square feet from 1986 to 1990.
- The City of Port Hueneme captured less than 1% of the industrial growth in Ventura County throughout the last decade. In contrast, Oxnard captured almost one-third of the industrial growth from 1986 to 1990.
- The vast majority of the 1,364 vacant acreage zoned for industrial use in Oxnard is located just south of Interstate 101. Discussions with local industrial real estate brokers indicate that the industrial areas in close proximity to Interstate 101 are considered prime locations. The Channel Islands Business Center on Highway 1 is considered a less attractive industrial alternative, while a location in the Hueneme Road Industrial Area, just east of Port Hueneme, generates relatively little interest.

- The industrial area in Port Hueneme and the nearby industrial area in Oxnard are in a location that serves harbor-related activity. However, off-shore oil activity is not expected to expand. Further, the relatively small amount of land required to support current cargo shipments through the Port suggests that any changes in the level of cargo shipped through the Harbor District would most likely not result in a major change in land requirements. This does not preclude potential need for land by new users of the harbor. It does suggest that identifiable on-going land requirements will not be generated by harbor-related activity.
- The industrial area in Port Hueneme and the nearby industrial area in Oxnard have historically provided a lower-cost alternative to Oxnard industrial areas that are closer to Interstate 101 or population centers.

(Historically land prices in the latter two areas have been \$5.50 to \$6.50 per square foot, while industrial land in the Hueneme Road area has sold for \$4.50 to \$5.00 per square foot). However, the relatively low level of industrial growth in the vicinity of Port Hueneme appears to indicate that the price level is not a widely accepted trade-off for sites that are some distance from prime locations.

- Given the above considerations within the context of the particularly limited penetration of the City into the County-wide industrial market, as well as the limited penetration of the County into the Southern California industrial market, we have concluded that there is no practical basis for forecasting specific demand by industrial users at this time. Any such users would exhibit sporadic demand patterns related to some degree to overall demand for industrial land in southeastern Ventura County.

These practical marketing constraints indicate that the alternatives available to the City are: (1) to essentially landbank the industrial area for the long-term, or (2) to consider alternative land uses that may be more likely to generate near-term revenue to the City.

Aesthetically Pleasing Development

Landscaping, site planning, and architecture that is compatible with the surrounding community creates an aesthetically pleasing environment. The design and maintenance of commercial development is especially important as retail, office, and hotel/motel uses typically align major arterials. Achieving high quality design throughout a community contributes positively to consumers, workers, and residents' perception of a particular city, thereby attracting additional development to the area. As a result, design amenities influence economic development.

Relationship of the City to the Construction Battalion Center

This element recognizes the asymmetric fiscal/ relationship between the City and the CBC. As an example, the CBC has exclusive recreation facilities not accessible to City residents, while CBC residents and personnel have access to City parks. The CBC does not contribute property taxes to provide a proportionate share of revenue to provide such City facilities. The City should be ready to explore ways of increasing the level of reciprocity between the two entities.

Summary of the Market Analysis: The following section analyzes future residential, retail, hotel, and industrial development in Port Hueneme.

Housing Analysis

In 1980, there were 6,717 dwelling units in the City of Port Hueneme, of which 32% were single-family detached homes, and 68% were in multi-family structures--25% were attached single-family units and 43% were in other types of multi-unit structures. (See Tables ED-1 and ED-2).

The housing stock in the City increased by 727 units between 1980 and 1990 to 7,444 dwelling units. Of the new units, 19% were single-family detached homes, 51% were single-family attached units, and 30% were in other types of multi-unit structures. Thus, 81% of all new dwelling units were in multi-unit structures, compared to 68% of existing dwelling units in 1980. The shift towards multi-family units reflects several concurrent trends: the continued construction of beach-oriented multi-unit homes marketed to the second-home and local higher-end buyer; diminishing availability and/or size of parcels in undeveloped parts of the City; and infill construction on small parcels in developed areas of the City.

An average of 60 multi-unit homes was constructed per year between 1980 and 1990 in the City. In the larger housing market in which Port Hueneme is a part, which includes Oxnard and the City of Ventura, a total of 6,049 multi-unit homes were constructed at an average rate of 600 units per year. Port Hueneme captured approximately 10% of the total market for multi-family units.

An average of 13 single-family detached units were constructed per year between 1980 and 1990 in the City. A total of 6,506 detached homes was constructed in the larger housing market during this period, an average of 650 per year. Port Hueneme captured 2% of the total market for detached homes.

Table ED-1
Historical Number of Dwelling Units in Port Hueneme
As Share of Port Hueneme, Oxnard and Ventura Area

Year	Total Dwelling Units by Jurisdiction				Port Hueneme as Share of Total
	Port Hueneme	Oxnard	Ventura	Total	
1980	6,717	32,952	28,784	68,453	10%
1981	6,909	33,853	30,338	71,100	10%
1982	6,971	34,362	30,845	72,178	10%
1983	7,093	35,441	31,313	73,847	10%
1984	7,078	35,593	31,848	74,519	9%
1985	7,070	36,020	32,370	75,460	9%
1986	7,133	36,447	32,976	76,556	9%
1987	7,190	36,772	33,429	77,391	9%
1988	7,349	37,432	33,904	78,685	9%
1989	7,365	37,748	34,483	79,596	9%
1990	7,444	38,369	35,195	81,008	9%
Change, 1980-1990					
Number of Units					
Single-Family	508	5,174	4,456	10,138	5%
Multi-Family	219	243	1,955	2,417	9%
Total Units	727	5,417	6,411	12,555	6%
Percentage of Added Units					
Single-Family	70%	96%	70%	81%	
Multi-Family	30%	4%	30%	19%	

Source: State Department of Finance; U.S. Census Bureau; The Natelson Co., Inc.

**Table ED-2
Historical Growth of Dwelling Units by Type**

Jurisdiction	Number of Units				Percent of All Units		
	Detached Single- family	Attached Single- family	Multi- family	Total	Detached Single- Family	Attached Single- Family	Multi- Family
1980							
Port Hueneme	2,167	1,650	2,900	6,717	32%	25%	43%
Oxnard	18,127	2,073	12,752	32,952	55%	6%	39%
Ventura	17,297	1,902	9,585	28,784	60%	7%	33%
Total	37,591	5,625	25,237	68,453	55%	8%	37%
1990							
Port Hueneme	2,303	2,022	3,119	7,444	31%	27%	42%
Oxnard	21,712	3,662	12,995	38,369	57%	10%	34%
Ventura	20,082	3,573	11,540	35,195	57%	10%	33%
Total	44,097	9,257	27,654	81,008	54%	11%	34%
Change, 1980-1990							
Port Hueneme	136	372	219	727	19%	51%	30%
Oxnard	3,585	1,589	243	5,417	66%	29%	4%
Ventura	2,785	1,671	1,955	6,411	43%	26%	30%
Total	6,506	3,632	2,417	12,555	52%	29%	19%
Port Hueneme as percent of total change	2%	10%	9%	6%			

Source: U.S. Census Bureau, The Natelson Company

The vacancy rate in Port Hueneme throughout the 1980's was higher than in surrounding communities and in most other communities in the County, most likely reflecting a higher relative number of second-homes. The overall vacancy rate in the late 1980s was approximately 10% while a vacancy rate of about 3% is typical in places with no second homes.

Discussions with realtors indicated that the second-home market is primarily a multi-family unit market. Assuming that the single-family detached segment in the City experienced the more typical 3% vacancy rate, the resulting vacancy rate for multi-family units is approximately 13%. Allowing for the same 3% typical vacancy rate in multi-family units, it appears that approximately 10% of all multi-family units are used as vacation or second homes. (More than 10% of all multi-family units may be owned by persons from outside the area but if they are rented out on an annual basis, they are not used as a vacation or second-home.)

Current Conditions - The housing market in Port Hueneme is impacted by the current recession as is the housing market in the rest of Southern California. Sales in both the second-home and the local market have slowed. The level and profile of current activity is not viewed as a relevant indicator of long-term market potential.

Projected Housing Activity - Projections of future demand for housing were derived by considering three approaches:

1. The first approach utilized SCAG population projections for the County and the Oxnard-Ventura subregion (which includes Port Hueneme, Oxnard, Ventura, Camarillo, Santa Paula, Ojai and surrounding unincorporated areas). SCAG data shows that as of 1988, there were 636,900 persons in the County. Of that, 61% were in the Oxnard-Ventura sub-region. Port Hueneme represented 5% of the sub-region.

SCAG projections show that by 2010, an additional 271,800 persons will be living in the County and that the Oxnard-Ventura sub-region will capture 64% of the growth, or 173,000 new residents.

A constant capture rate by Port Hueneme of 5% indicates that the City would experience a population increase of 8,650 persons. Adjusting for the population increase since 1988 (approximately 800), the City would experience an additional 7,850 people over the next 18 years. At an average household size of 2.85, an additional 2,750 housing units would be in demand by 2010.

2. The second approach utilized Port Hueneme's relationship to the housing sub-market in which it is located. As indicated above, the sub-market includes the Cities of Port Hueneme, Oxnard and Ventura. In the 1980s, Port Hueneme captured 6% of population growth. The General Plans of Oxnard and Ventura project an increase of 18,400 persons and 16,400 persons, respectively, by 2010. If Port Hueneme maintains its share of this submarket, the increase in population in the City would be 2,220 persons. At an average of 2.85 persons per unit, an additional 780 units would be required.
3. The third approach reviews the absorption rate (as approximated by construction rates) of the time period of 1980 and 1990. (Construction rates over this extended period of time are considered an appropriate approximation of absorption rates, as over time all units were purchased and/or rented).

The last decade included both slow economic times (early part of the decade) and healthy economic times (the latter part of the decade) and provides a reasonable indicator of potential in the long-term. As indicated above, 60 multi-family units were constructed per year and 13 single-family units per year, thereby providing an additional 1,314 units by 2010.

Conclusion - SCAG projections are based on a "top-down" approach that begins with specifics of a very large area and then allocates to smaller areas in a more generalized manner. The magnitude of the projected housing demand for Port Hueneme derived from SCAG data (Approach 1) relative to projections based on more local data (Approaches 2 and 3), suggests that SCAG substantially overstates the City's housing potential. However, the Land Use Element provides adequate sites to satisfy SCAG's housing projections.

The approach that utilizes the absorption rate of the last decade may overstate the potential somewhat as it includes the absorption rate for single-family detached homes, a product for which there is a decreasing amount of suitable parcels. It is likely that almost all new units in the City will be multi-family units. Projections based on past multi-family unit absorption only indicates that there may be an additional 1,080 units by 2010. Thus, the approach based on local data provides a projected increase of dwelling units in Port Hueneme of 800 to 1,000 units between 1992 and 2010.

Retail Analysis

Types of Retail Outlets - A field survey undertaken by The Natelson Company, Inc., indicates that there are 463,000 square feet of retail space in the City of Port Hueneme. (This estimate excludes second-story space and buildings specifically constructed and/or entirely used for office activity.) As shown by Table ED-3, 40% of the retail space is occupied by two types of businesses: 25% of the total square footage is occupied by food stores and 16% by eating and drinking establishments.

Almost 20% is occupied primarily by commercial services--personal, business and health services. (Commercial services typically occupy approximately 20% of retail space in neighborhood and community shopping areas.)

Specialty and drug stores each occupy 9% of the total square footage and 5% of the space is occupied by apparel stores. The balance of the space is used by a mix of the following types of stores: home furnishings, appliances, packaged liquor and auto/boat supplies.

Occupancy Levels - The overall occupancy rate is estimated to be approximately 89%. This occupancy rate is considered high and may be reflective of the current slow economy, which began approximately mid-year 1990, as well as the relatively recent opening of Beachport Center (1989 through 1990) and Mandalay Village in 1989.

**Table ED-3
Utilization of Existing Retail Space**

Land Use	Approximate Floor Area (square feet)*	Percent of Total Retail Space
Retail Uses		
Apparel	22,023	4.75%
Appliances	1,600	0.35%
Auto/Boat Supplies	4,930	1.06%
Drug Stores	39,692	8.57%
Eating and Drinking Establishments	75,020	16.20%
Packaged Liquor	13,049	2.82%
Food	114,196	24.66%
Home Furnishings	1,477	0.32%
Specialty	43,343	9.36%
Total Retail	315,330	68.08%
Services and Other		
Personal Services	31,304	6.76%
Business Services	45,755	9.88%
Health Services	11,223	2.42%
Other	8,971	1.94%
Total Services and Other	97,253	21.00%
Vacant	50,582	10.92%
Total Retail Space	463,165	100.00%

* Does not include: second story space or buildings specifically designed and used for office space, free-standing bank buildings, service stations.

Source: Field survey by The Natelson Co., Inc., realtors and management companies.

Location of Retail Space - Almost three-quarters of all retail space in the City is located along Channel Islands Boulevard or on Ventura Road just north of Channel Islands Boulevard in the following shopping centers: Oliveira Plaza, Mandalay Village, Hardy Plaza, Town and Shore, Hueneme Bay Shopping Center and one small unnamed center. Another 15% of the retail space is located at the intersection of Hueneme and Ventura Roads in the Beachport Center, Hueneme Center, and a few small buildings in close proximity to the Beachport Center. The balance is located primarily in the vicinity of Ventura and Pleasant Valley Roads, with a small amount along Hueneme Road, east of Ventura Road, and in the industrial area on Surfside Drive.

Level of Retail Service - Examination of the size and type of outlets and the grouping of stores in shopping centers suggests that all retail commercial space serves local neighborhoods and communities.

Profile of Retail Activity in the City Relative to Surrounding Areas - Comparison of total taxable retail sales per capita in the City of Port Hueneme to nearby city per capita figures suggests a low overall capture rate by the City. Total per capita retail sales in Port Hueneme in 1990 were approximately \$2,500, compared to \$6,400 in Oxnard and \$10,800 in the City of Ventura (see Table ED-4). Some of the variation between Ventura and the other two cities may be explained by difference in income levels: 1990 estimated per capita household income of Port Hueneme, Oxnard, and Ventura was \$12,771, \$11,977, and \$14,619 respectively, however, most of the variation has to do with relative lack of certain shopping opportunities.

Currently, the City does not offer any shopping facilities that capture a regional market. Table ED-5 shows the type of location in which the eleven different types of retail purchases are likely to be made. Apparel, general merchandise, and specialty goods--purchases that are typically made in regional malls--will most likely be captured by the Esplanade Shopping Center in Oxnard and the Buenaventura Mall in Ventura.

**Table ED-4
Taxable Retail Sales**

City of Port Hueneme

Year	Total Retail Taxable Sales	Total Household Population: Jan 1	Retail Sales Per Capita	Retail Sales Per Capita Relative to County
1985	\$34,874,000	18,275	\$1,908	39%
1986	35,429,000	18,236	\$1,943	38%
1987	37,008,000	18,358	\$2,016	36%
1988	39,222,000	18,617	\$2,107	36%
1989	40,637,000	18,883	\$2,152	35%
1990	47,406,000	19,168 *	\$2,473	41%

City of Oxnard

Year	Total Retail Taxable Sales	Total Household Population: Jan 1	Retail Sales Per Capita	Retail Sales Per Capita Relative to County
1985	\$586,746,000	124,954	\$4,696	96%
1986	666,681,000	127,254	\$5,239	102%
1987	731,185,000	129,392	\$5,651	101%
1988	776,423,000	132,336	\$5,867	100%
1989	852,533,000	135,568	\$6,289	103%
1990	896,664,000	140,021	\$6,404	106%

City of Ventura

Year	Total Retail Taxable Sales	Total Household Population: Jan 1	Retail Sales Per Capita	Retail Sales Per Capita Relative to County
1985	\$725,921,000	83,909	\$8,651	177%
1986	804,293,000	85,084	\$9,453	183%
1987	877,283,000	86,545	\$10,137	182%
1988	973,766,000	87,675	\$11,107	190%
1989	995,504,000	89,864	\$11,078	181%
1990	973,727,000	90,406	\$10,771	178%

County of Ventura

Year	Total Retail Taxable Sales	Total Household Population: Jan 1	Retail Sales Per Capita
1985	\$2,824,424,000	578,844	\$4,879
1986	3,053,884,000	592,144	\$5,157
1987	3,396,472,000	609,144	\$5,576
1988	3,658,859,000	626,376	\$5,841
1989	3,934,995,000	642,728	\$6,122
1990	3,959,479,000	655,317	\$6,042

* April 1990

Sources: State Department of Finance, State Department of Equalization
U.S. Census Bureau, The Natelson Co., Inc.

**Table ED-5
Potential Distribution of Retail Sales**

<u>Retail Category</u>	<u>Regional</u>	<u>Community/ Neighborhood</u>	<u>Freestanding/ Specialty</u>	<u>Other Non-Center</u>
Shopper Goods				
Apparel	70%	20%	10%	
General Merchandise	70%	20%	10%	
Furniture, Appliances	30%	20%	50%	
Specialty	80%	10%	10%	
Convenience Goods				
Drug	10%	75%	15%	
Food(Supermarkets, etc.)	10%	75%	15%	
Packaged Liquor	10%	70%	20%	
Eating and Drinking	15%	25%	60%	
Heavy Commercial Goods				
Bldg Mat, Hdwe, Farm Imp	5%	30%	25%	40%
Auto Dealers and Parts	2%	2%	2%	94%
Service Stations	0%	0%	0%	100%

The City of Port Hueneme is within the market areas of both malls, which offer a total of almost 1.5 million square feet of regional shopping space. In addition, the Center Point Mall in Oxnard, although more a large community center than a regional mall, is anchored by a 76,000 square foot general merchandise store and K-Mart Shopping Center is anchored by an 84,000 square foot general merchandise store. Both these latter two centers are located on Channel Islands Boulevard and easily serve the residents of Port Hueneme. The existing regional concentrations, the location of Port Hueneme at the southwestern edge of the regional market, projected low population growth in the City, and lack of a suitable size site for a regional center precludes this use in Port Hueneme.

In contrast to regional activity, some local-serving activity is well-positioned geographically to serve portions of Oxnard. Currently three major food stores in the City are located along Channel Islands Boulevard. While total per capita sales in Port Hueneme is relatively low, as indicated above, the per capita sales volume of food stores in the City is almost twice as high as that in Oxnard--\$812 versus \$414. Given the likelihood that the largest food stores in Port Hueneme serve areas of Oxnard as well, a weighted average (by population) of taxable food sales per capita in both cities was calculated. This resulted in a per capita food sales of \$635, a similar figure to the \$611 per capita in food sales in the City of Ventura. The ability of local-serving stores on Channel Island Boulevard to capture consumer dollars from the outside community suggests that this is the most appropriate location for new retail development in the City of Port Hueneme relative to other locations within the City, should sufficient demand be identified.

Projected Retail Activity - An increase in demand for retail space in the City will be generated by the population increase in Port Hueneme and the portion of Oxnard that is in reasonable proximity to Channel Islands Boulevard. The Housing Analysis Section projects a potential increase in housing units in Port Hueneme of 800 to 1,000 units by 2010. For the purpose of this analysis, the high end of the range and an overall household size of 2.85 is used to estimate an increase in population by 2010. In addition, it is assumed that 90% of all units are inhabited year-round. Thus, an increase in population of approximately 2,560 persons is projected for Port Hueneme by 2010.

Utilizing per capita income figures for new residents derived from recent housing sales data and a demand forecasting model which takes into account shopping patterns and typical sales volumes per square foot in local-serving retail space, retail space supportable by the new population by 2010 is estimated to be about 46,000 square feet. (This projection does not include demand for space in regional malls.)

Occupants of units used as second-homes will provide an additional source of demand for retail goods in Port Hueneme. As mentioned above, approximately 10% of all multi-family units in Port Hueneme are used as second homes. Since second homes are not occupied year-round, market support attributable to these units is less than that attributable to year-round units and may be an equivalent of four units to one unit occupied year round. Assuming that per capita income of occupancy of these units is about twice that of year-round residents, this source of demand is estimated to provide support for additional 3,200 square feet by 2010.

The household population in Oxnard is projected to increase by 15,770 by 2010. Assuming approximately one-fifth of the residential development will occur within an area served by commercial activity in Port Hueneme, 3,940 persons will be added to Port Hueneme's market area. Utilizing the same approach described above, the total amount of additional local-serving retail space supportable in the City by Oxnard residents by 2010 is estimated to be about 40,000 square feet.

A total of 114,100 square feet of new non-regional space will be supported by growth in Port Hueneme's market by 2010, as shown below:

Table ED-6
Port Hueneme Retail Market
Total New Supportable Square Footage 1995-2010 (Cumulative)

Source of Market Demand	1995	2000	2005	2010
Port Hueneme Year-Round	7,800	19,600	39,000	57,800
Port Hueneme-Second Home	400	1,100	2,165	3,200
Oxnard(1)	7,300	20,800	32,200	53,700
TOTAL	15,500	41,500	77,400	114,100

(1) Based on capture of demand generated by 20% of growth in Oxnard household population

The vacancy factor in Port Hueneme must be accounted for in this analysis. Currently, retail space in the City has a vacancy rate of about 11%, most likely due to a combination of three factors: the slow economy, the relatively recent openings of two shopping centers, and older retail space that is becoming increasingly non-competitive, particularly along Pleasant Valley Road and eastern Hueneme Road. The degree to which the economy is impacting the vacancy rate can only be definitively determined as the economy improves. The extent to which the vacancy remains high in a healthy economy is the extent to which the market is now overbuilt and to which those is non-competitive space. Should there appear to be overbuilding of new space, the projected increase in supportable retail space would be reduced by that overbuilt amount. Assuming that approximately 4% of retail space in the City is vacant because of overbuilding, the amount of new supportable square footage by 2010 would be reduced by 18,500 to 95,600 square feet. This approach avoids plans that would impact existing space.

Adjustments do not need to be made for vacant non-competitive retail space as it is a suitable target for recycling to other uses. As currently occupied older space is recycled, the potential amount of new space in the City is increased by an equivalent amount.

High Volume/Discount Outlets - A relatively new development in retailing can be seen in the high volume, discount outlets that have proliferated throughout Southern California. Due to their size and merchandising techniques, these outlets draw from retail market areas that are geographically equivalent to regional centers; however, they are freestanding and do not depend on proximity to other commercial activities. Almost all have specific locational criteria that pertain to size of lot, market support requirements, other locations of their own store and location of major competitors. Many of these stores have site requirements that exceed the largest parcels in Port Hueneme (i.e., PACE requires 13 acres, Price Club requires 12 acres, Walmart requires 12 to 14 acres). The consultant contacted the corporate offices of four stores whose site requirements may be accommodated in Port Hueneme on either Parcel 1 (4.45 acres) or Parcel 16 (10.08 acres) to identify any possible interest in locating new or relocating existing stores. Three of the stores--Home Depot, Home Club and Builders Emporium are satisfied with their existing location in Oxnard and would not locate another as close as Port Hueneme. The fourth store--CostCo--is not currently located in the County but is considering a location in Thousand Oaks at this time.

Table ED-7 provides a profile of the latter four stores' locational requirements.

TABLE ED-7
HIGH VOLUME/DISCOUNT OUTLET SITE SELECTION CRITERIA

SITE SELECTION CRITERIA	COSTCO	HOME CLUB	HOME DEPOT	BUILDER'S EMPORIUM
Acreage Requirement:	10 to 40 acres	8.5 acres	8 to 10 acres	N/A
Typical Building Size:	117,000 Sq. Ft.	104,000 square feet plus 10,000 square foot outside nursery area	102,370 square feet plus 20,000 square foot garden/building supply yard	40,000 square feet plus 12,000 square foot garden/building supply yard.
Market Support Requirements:				
Trade Area Definition:	Flexible, based on market surveys of local shopping patterns and locations of competitive facilities in proximity to specific site.	3-mile radius	6- to 8-mile radius	10- to 15-mile radius
Trade Area Population:	200,000 residents	100,000 residents (this requirement is flexible if site is in rapidly growing area).	250,000 to 300,000 residents	35,000 residents within immediate city; 75,000 - 100,000 residents in total trade area.
Trade Area Income:	Flexible, but seeks sites in "relatively affluent" areas	Median household income of at least \$25,000	N/A	"Middle to Upper"
Access/Visibility Requirements:	Freeway access if <u>not</u> a necessity. Required level of visibility depends on the relative locations of major competitors in the trade area.	Prefers freeway visibility or major highway	Prefers freeway visibility and access	Prefers location on major artery with high visibility. Does not require freeway visibility.
Nearest Existing Locations:	None in Ventura County	Oxnard	Oxnard (on Vineyard)	Oxnard (Oxnard Blvd. near Gonzales).
Planned New Facilities in County:	Looking at Thousand Oaks	Possibly	No	No.
Currently Seeking Site in Area:	No	No, too close to Oxnard store	No	No, too close to existing store.
Comments:	The cost of land in southern California typically prevents Costco from remaining within their target overall occupancy/cost levels. Accordingly, they consider incentives from local agencies critical in their site selection decisions. The most attractive incentive from their perspective is shared sales tax revenue (ratio varies depending on city) to cover short-fall in rate of return resulting from high land costs. Land is also an attractive incentive, as is any incentive which lowers overall occupancy costs (e.g. reduced traffic mitigation fees).			

Hotel Analysis

The Natelson Company, Inc. (TNCI) surveyed a total of 38 hotels and motels in the Ventura-Oxnard-Port Hueneme hotel market. We have excluded hotels of less than 20 rooms and those that primarily serve as long-term residences for local workers and welfare recipients (almost all of which have 20 or less rooms as well) as these facilities that are not representative of development options.

Location - The 38 facilities surveyed represent a combined total of 3,607 rooms and are located in the following five general areas:

- On or near the beach or marina in Ventura
- On or near Interstate 101, in Ventura
- Along or near State Highway 1, in Oxnard
- On or near the beach or marina, in Oxnard
- In various locations in Port Hueneme

Approximately 11% of the facilities (four motels and hotels) and 8% of the rooms (294 rooms) are in the City of Port Hueneme. Oxnard has 32% of the facilities and 40% of all rooms. The balance of the facilities and rooms, 58% and 53%, respectively, are located in Ventura.

Size - As shown in the following table, two-thirds of the facilities in the market area are small scale, with less than 100 rooms in the establishment. Only 18% of the facilities have between 100 and 199 rooms and 15% have over 200 rooms.

The three facilities in Ventura with over 200 rooms are located on or within several blocks of the beach. Two of the three facilities in Oxnard with over 200 rooms are located in a marina or on a beach. The third facility is on a golf course. Port Hueneme does not have facilities with over 200 rooms.

Table ED-8
Size Distribution of Existing Hotel-motel Facilities
in Port Hueneme, Oxnard and the City of Ventura

Size	Number of Facilities	Percent of Total	Number of Rooms	Percent of Total
20-39 rooms	15	40%	411	11.4%
40-99 rooms	10	26%	731	20.3%
100-199 rooms	7	18%	948	26.3%
200+ rooms	6	16%	1517	42.0%
All Facilities	38	100%	3607	100.0%

Two of the four facilities in Ventura with between 100 and 199 rooms are either in a marina or within a few blocks of the beach. The other two are in the southern portion of the City of Ventura just off of Interstate 101. There are two facilities in Oxnard with between 100 and 199 rooms: one is just off Interstate 101 in the northern portion of the City and the other is on Highway 1. This latter hotel was the only one in the entire market area that indicated that truckers are a component of their customer base. The facility in Port Hueneme with over 100 rooms is located within several blocks of the beach.

Age - Just over one-half of all facilities in the market area were constructed during the 1980's. Twenty-two percent were constructed in the 1970s, 18% were constructed in the 1960s and the balance (9%) were constructed prior to 1960.

All facilities constructed prior to 1970 had less than 100 rooms with one exception--a 273-room facility on the water in Oxnard constructed in the late 1960s. The other twelve hotels with over 100 rooms were constructed in the 1970s and 1980s. In fact, 10% of the hotels constructed in the 1960s were over 100 rooms, as do 60% constructed in the 1970s and 57% constructed in the 1980s. Viewed from another perspective, we see that 45% of rooms constructed in the 1960s were in hotels with over 100 rooms, while in the 1970s and 1980s the comparable figure was 81%. This is an indicative of not only a growth in a market but also the financial realities of hotel construction and operation.

Source of Business - Overall, about 41% of all hotel clientele in the Port Hueneme-Oxnard-Ventura area is business-related while 36% is tourist-related. Another 7% is attributable to Navy Base-related activity. Only the hotels in Port Hueneme and one in Oxnard in close proximity to the base mentioned has clientele support related to the base.

The balance of the customer base in the market area (16%) includes residential use, truckers, etc.

Room Rates - Approximately 31% of all facilities price their rooms at less than \$40 per night, both in the summer and winter seasons. Another 24% price their rooms between \$40 and \$65 in the summer and winter while 5% price their rooms between \$40 and \$65 in the winter but over \$65 in the summer season. Forty percent of the facilities price their rooms over \$65 in both the summer and winter seasons.

Occupancy Rate - An occupancy rate of 65% is the acceptable break-even level under normal hotel measurement criteria and 70% is considered an acceptable stabilized occupancy rate. The overall occupancy rate in the market area was 59% in 1991. There is only a very slight variation in occupancy rate when examined by type of customer base, location, and room price.

Potential Hotel Facilities in Port Hueneme-Oxnard-

Ventura Area - The potential for development of major hotel-motel facilities in Port Hueneme involves making a projection of the total demand in the future in the three-city area, and assessing the potential for the City to attract some share of the projected market.

The demand for hotel-motel facilities is a function of a number of component market forces, including: the growth of the employment base; popularity of the larger region as a destination for tourist and related recreation activities; the continued growth of office activities; and general growth of travel on the State Highway and Interstate Freeway through the area.

Given the projected expansion of the Ventura County economy (subsequent to general economic recovery in the nation and southern California) and the continued popularity of Southern California as a destination for recreation at tourist activities, the demand for hotel-motel facilities is projected to increase in the future at rates comparable to, but somewhat lower than, those experienced during the last 20 years. While an average of 120 rooms per year were constructed between 1960 and 1991, the 1980s are generally seen as a period of over-building hotel rooms throughout Southern California. Thus, an average of 95 rooms per year are projected for the next 20 years.

Table ED-9 provides an analytical overview of the residual demand for hotel and motel facilities. Currently, there is a competitive inventory of 3,607 rooms with an overall occupancy 59% occupancy rate, whereas an occupancy rate of 65% is the acceptable break-even level under normal hotel measurement criteria and 70% is the acceptable stabilized operating level. Thus, if this same number of rooms that are now in demand were in a market with an occupancy rate of 65% or 70%, the total inventory would be 3,274 or 3,040, less rooms than currently exist. Therefore, there is an estimated over-supply of 332 to 566 rooms.

Table ED-9
Demand Projections for Hotel and Motel Facilities
in the Port Hueneme, Oxnard, Ventura Area

Total rooms in competitive inventory	3,607
Current occupancy rate	59%
Rooms currently in demand	2,128
Total supportable inventory at 65% occupancy rate	3,274
Total supportable inventory at 70% occupancy rate	3,040
Current over-supply	332 to 566
Annual absorption rate, 1970-1991	120
Projected absorption rate, 1992-2010	95
Projected absorption, 20 years	1,900
Total potential new supply, 20 years (absorption less current oversupply)	1,334 to 1,568

Given that the absorption rate is projected to continue at 95 rooms a year, the market could support an additional 1,900 rooms over the next 20 years. Adjusting for the current over-supply, a total of 1,334 to 1,568 rooms could be absorbed in the inventory over the next 20 years.

Potential Facilities in Port Hueneme - The City of Port Hueneme currently has 294 rooms, approximately 8% of the existing inventory in the larger area. Assuming a sustained continued capture of future activity, it is estimated that an additional 106 to 125 rooms may be built in the City over the next 20 years. While some of the hotels and motels in close proximity to the Navy base appear to have occupancy rates above the overall average, a large component of their clientele is related to the Base. Base-related activity is not expected to increase nor is the general level of business activity in Port Hueneme expected to increase substantially. Therefore, the market support for new hotels in the area will primarily be drawn from tourist activity. Some non-Base business support may be attracted by a facility in a particularly attractive location (i.e. with a water view) with meeting room facilities.

Given the source of market support, the location of a new facility in Port Hueneme is critical. A site on or within an easy walk to the car compete effectively with other facilities in the market. A location directly on the beach may actually be able to increase Port Hueneme's share of the market beyond 8%.

The extent to which the market is now overbuilt suggests that development of a new facility is not feasible until the latter part of this decade.

Industrial Analysis

Table ED-10 estimates the amount of industrial building space (in square feet) constructed between 1980 and 1990 in the entire five-county Southern California region. For this eleven-year period, industrial construction within the region totaled 246.9 million square feet, or an average of 22.4 million per year. During the latter five years of this period, regional industrial construction accelerated to an average 24.9 million square feet annually. These estimates were derived by dividing the total value of industrial development in each year (as reported in building permit data) by an average construction factor of \$42.56 per square foot. The annual building permit valuation figures were adjusted to 1990 constant dollars to correspond to the \$42.56 factor which reflects 1990 cost levels.

A shift in the location of industrial growth from Los Angeles County to Orange, San Bernardino and, Riverside Counties can be seen by examining shares of growth: Los Angeles County's share of growth over the eleven-year period was 47% but only 14% from 1986 to 1990. In contrast, Orange County's share of growth over the eleven years was 19% while its share was 45% from 1986 to 1990; San Bernardino county's share over the eleven-year period was 19% but 25% from 1986 to 1990; and, Riverside County's share was 9% over the eleven-year period but increased to 12% from 1986 to 1990.

Ventura County did not share in the overall increase in industrial activity in the region. Ventura County captured 6.8% of the growth in the eleven-year period--the smallest share of growth among all five counties. The County's share of growth decreased to only 4.8% of industrial activity from 1986 to 1990. In absolute terms, the average annual amount of industrial space developed in Ventura was 1.5 million from 1980 to 1990 while between 1986 and 1990 the annual average was 1.2 million.

Table ED-10 also estimates the amount of industrial building space constructed within Ventura County, by location. From 1980 to 1990, industrial activity within the County took place primarily in Camarillo, Simi Valley, Oxnard, Ventura, and in Moorpark. Eighty-five percent of all industrial activity took place within these cities. These same five cities captured 87% of the growth from 1986 to 1990. Both Moorpark and Oxnard increased their capture rate of industrial growth in the latter five years. Moorpark captured 11% of new industrial activity in the County from 1980 to 1990, however, it captured 19% of new activity from 1986 to 1990. Oxnard captured 16% of the growth from 1980 to 1990 while it captured 29% of the growth from 1986 to 1990.

In contrast to the above cities, the City of Port Hueneme captured less than 1% of the growth during the last decade.

Current Overview of Port Hueneme and Oxnard Industrial Areas - According to data developed in late 1989 for the Oxnard General Plan, Oxnard has 1,364 acres of vacant land zoned for various types of industrial activity. These included 473 acres for business and research park, 439 acres for limited industrial activity, 216 acres for light industrial activity, 50 acres in the central industrial acre, and 186 acres of industrial activity that is coastal dependent.

TABLE ED-10
INDUSTRIAL DEVELOPMENT BY JURISDICTION

Jurisdiction	1980-1990 Industrial Development	1980-1990 Average Annual	Percentage Share	1986-1990 Average Annual	Percentage Share
Ventura County	16,864,732	1,533,157	6.8%	1,196,024	4.8%
San Bernardino County	46,922,063	4,265,642	19.0%	6,161,048	24.8%
Riverside County	22,046,570	2,004,234	8.9%	2,875,399	11.6%
Los Angeles County	115,146,405	10,467,855	46.6%	3,568,609	14.4%
Orange County	45,889,333	4,171,758	18.6%	11,065,263	44.5%
	246,869,103	22,442,646	100.0%	24,866,343	100.0%
Camarillo	3,828,616	348,056	22.7%	201,590	16.9%
Fillmore	21,903	1,991	0.1%	0	0.0%
Moorpark	1,812,266	164,751	10.7%	225,240	18.8%
Ojai	66,827	6,075	0.4%	6,388	0.5%
Oxnard	2,543,861	231,260	15.1%	344,909	28.8%
Port Hueneme	1,868	170	0.0%	374	0.0%
San Buenaventura	2,454,084	223,099	14.6%	83,485	7.0%
Santa Paula	209,311	19,028	1.2%	22,397	1.9%
Simi Valley	3,663,343	333,031	21.7%	187,217	15.7%
Thousand Oaks	837,794	76,163	5.0%	45,153	3.8%
Ventura Co. Uninc Area	1,424,858	129,533	8.4%	79,272	6.6%
COUNTY TOTALS	16,864,732	1,533,157	100.0%	1,196,024	100.0%

Source: Construction Industry Research Board; Security Pacific Bldg Permit Data; The Natelson Co, Inc.

The vast majority of this area is located just south of Interstate 101, thereby providing direct access to that freeway. Discussions with local industrial real estate brokers indicate that the industrial areas in close proximity to Interstate 101 are considered prime locations and have historically sold for about \$5.50 to \$6.50 a square foot. The Channel Islands Business Center on Highway 1 is considered a less attractive industrial alternative selling historically in the \$5.50 range. The Hueneme Road Industrial Area, just east of Port Hueneme, historically has sold for about \$4.50 to \$5.00 a square foot, but has generated relatively little interest. The somewhat lower prices in the latter area do not appear to be a widely accepted trade-off for the location. (Historical prices are provided for purposes of comparison among areas as the current recession has drastically reduced the level of activity. Prices of sales that do occur are often very low. For example, a recent sale just south of 101 was \$4.25 per square foot).

The industrial area in Port Hueneme is on Hueneme Road (extending southward), just west of Oxnard's Hueneme Road Industrial Area. Currently, there are 10.08 acres of vacant land as well as some underutilized acreage.

The Hueneme Road Industrial Area in Oxnard is host to a number of older heavy, industrial users. Newer users include ten harbor-related businesses (off-shore support, vehicle processing center, welding services, marine services), one naval base-related business, and five non-coast related businesses (two manufacturers of impression material for dental products, a component assembler of window shutters, a sand blaster, and a manufacturer of metal castings). Several of the harbor-related businesses had been located in the Harbor District or on the Naval Base but were required to move to accommodate other activity.

The industrial area in the City of Port Hueneme is host to thirteen businesses, of which four businesses may be classified as harbor-related (a welding service, fish processor, boat builder, and marine industrial supply company), a manufacturer of metal castings, two self-storage businesses, an auto repair shop, an auto parts store, a dog obedience school, a dollmaker and a surfboard repair service. In addition, there are two businesses that have closed and a VFW post.

Projected Industrial Activity in Port Hueneme - The industrial area in Port Hueneme and the nearby industrial area in Oxnard are in a location that serves harbor-related activity. However, off-shore oil activity is not expected to expand. Further, the relatively small amount of land required to support current cargo shipments through the Port suggests that any changes in the level of cargo shipped through the Harbor District would most likely not result in a major change in land requirements. This does not preclude potential need for land by new users of the harbor. It does suggest that identifiable on-going land requirements will not be generated by harbor-related activity.

The industrial area in Port Hueneme and the nearby industrial area in Oxnard also provide a lower-cost alternative to Oxnard industrial areas that are closer to Interstate 101 or population centers. However, the relatively low level of industrial growth in the vicinity of Port Hueneme appears to indicate that the price level is not a widely accepted trade-off for sites that are some distance from prime locations.

(A few industrial users in the Port Hueneme industrial area and Oxnard's Hueneme Road Industrial Area indicated that one of the reasons they had originally chosen their location was its rural surroundings. Although this may still be true for some sites in Oxnard, it is not true for industrial land in Port Hueneme.)

Given the above considerations within the context of the particularly limited penetration of the City into the County-wide industrial market, as well as the limited penetration of the County into the Southern California industrial market, we have concluded that there is no practical basis for forecasting specific demand by industrial users at this time. Any such users would exhibit sporadic demand patterns related to some degree to overall demand for industrial land in southeastern Ventura County.

These practical marketing constraints indicate that the alternatives available to the City are: (1) to essentially landbank the industrial area for the long-term, or (2) to consider alternative land uses that may be more likely to generate near-term revenue to the City.

Employment Analysis

The 1990 Census reports that 10,984 Port Hueneme residents are in the labor force, including 2,011 residents in the armed forces. The recent economic recession experienced nationwide significantly affected unemployment rates. A total of 536 persons in Port Hueneme were unemployed during the 1990 Census.

The various industries in which Port Hueneme residents worked in 1990 are presented in Table ED-11. The most prevalent industry types were retail trade and public administration.

Table ED-11
Industry of Employment for Port Hueneme Residents: 1990

Industry	Number of Residents	Percent of Total
Agriculture, Forestry, and Fisheries	465	5.51%
Mining	62	0.73%
Construction	510	6.04%
Manufacturing, Nondurable Goods	371	4.40%
Manufacturing, Durable Goods	788	9.34%
Transportation	253	3.00%
Communications and Other Public Utilities	206	2.44%
Wholesale Trade	396	4.69%
Retail Trade	1,371	16.25%
Finance, Insurance, and Real Estate	508	6.02%
Business and Repair Services	475	5.63%
Personal Services	316	3.75%
Entertainment and Recreation Services	129	1.53%
Professional and Related Services:		
Health Services	705	8.36%
Educational Services	444	5.26%
Other Professional and Related Services	389	4.61%
Public Administration	1,049	12.43%
Total Employed	8,437	100.00%

Source: U.S. Department of Commerce, Bureau of Census, 1990 Census Report

*Summary of Fiscal
Impact Analysis*

The fiscal impact analysis of General Plan land use identifies incremental costs and revenues of the proposed new development. Likely costs and revenues were identified through discussions with department heads, in conjunction with review of the City budget and the Cost Control System report. Given that the proposed new development will take place within an urbanized setting and represents a relatively small increase in overall development, additional costs to the City will be minimal relative to additional revenues. Thus, incremental and administrative cost categories such as Legislative Management Services and Finance are assumed to be negligible. The analysis uses constant 1992 dollars. (Only property tax revenue is adjusted and it is adjusted annually downward to represent the likelihood that the 2% cap on assessed valuation will prevent the value from rising at the same rate as other revenues and costs.)

Table ED-12 presents an acreage distribution by land use category.

Table ED-12
Land Use Acreage Distribution for New Development, 1993 to 2001

Land Use	Area of New Development for Development Options (acres)		
	Residential	With Hotel	With Public Uses
Residential	33.5	33.5	24.0
Retail	7.0	5.5	4.0
Industrial	10.1	10.1	0.0
Hotel	0.0	1.5	1.5
Office	0.0	0.0	0.0
Public	0.0	0.0	21.3
Total Area	50.5	50.5	50.5
Population	950	950	680
Housing Units	335	335	240

Note: Totals may not add exactly due to rounding.

Source: The Natelson Company, Inc., 5/28/92

The timing of development is based on findings of the market analysis as well as the mix of development under each Alternative.

- It is expected that housing starts will be stronger by the end of this year. Thus, housing development begins in Year 2 at a rate of 45 dwelling units per year. This start date and the annual average does not change with the total number of units, so that a higher number of units means that development will continue to occur further into the future.
- Hotel development is projected to occur around Year 10.
- Industrial development is projected to occur around Year 7.
- Commercial development is dependent to a very large extent on growth in the population of the City and nearby Oxnard. Due to the proposed density of 10 dwelling units per acre in all land use alternatives and the use of some sites for non-residential purposes, the potential increase in the City's population is not substantial. New retail development is projected to begin in Year 6 and possibly not be built out for another 10 years.

General Plan Land Use policy provides for retail development that is supportable by the permanent and seasonal population in the City and surrounding areas.

Visitor-supported commercial development includes a wide range of uses such as water slides, theaters, bowling alleys, etc. A set-aside of some sites for potential interest by developers may be appropriate but these uses should be viewed as possibilities in the long term. As each of these uses have particular site and market needs, the City may wish to solicit developers to determine needs and interest.

Given the net fiscal surplus status of all the various development options, recurring cost recovery is adequate. Given the City's location on the Oxnard Plain, there is no anticipated development outside the City that would general fiscal impacts within the City, such as traffic impacts.

Tables ED-13 through ED-15 list revenue and cost summaries for each alternative. The precise pattern of development cannot be predicted. However, since the preponderance of developable land is in the redevelopment area, it can be assumed that most of the tax increment, less any passthroughs would be available to the redevelopment agency.

Table ED-13
Port Hueneme Fiscal Impact Report

	Scenario 1

	Year 20
REVENUES:	
Property Tax	1,505,000
Transfer Tax	24,000
Total Sales Tax	1,076,000
Franchise Fees	397,000
Business Licenses	562,000
Transfers From Other Agencies	641,000
Miscellaneous Revenue	371,000
Total Recurring Revenue	4,576,000
COSTS:	
Legislative	0
Management Services	0
Finance	0
Community Development	45,000
Recreation and Community Service	408,000
Public Works	34,000
Police	417,000
Total Recurring Costs	904,000
NET SURPLUS (DEFICIT) BASED ON RECURRING ITEMS	3,672,000
One-time Bed Tax	150,000
TOTAL NET SURPLUS (DEFICIT)	3,822,000

**Table ED-14
Port Hueneme Fiscal Impact Report
(With Hotel)**

	Scenario 1A
	----- Year 20
REVENUES:	
Property Tax	1,685,000
Transfer Tax	24,000
Total Sales Tax	937,000
Franchise Fees	397,000
Business Licenses	541,000
Transfers From Other Agencies	641,000
Miscellaneous Revenue	372,000
Total Recurring Revenue	4,597,000
COSTS:	
Legislative	0
Management Services	0
Finance	0
Community Development	46,000
Recreation and Community Service	408,000
Public Works	34,000
Police	422,000
Total Recurring Costs	910,000
NET SURPLUS (DEFICIT) BASED ON RECURRING ITEMS	3,687,000
One-time Bed Tax	150,000
TOTAL NET SURPLUS (DEFICIT)	3,837,000

Table ED-15
Port Hueneme Fiscal Impact Report (With Public Uses)

	Scenario 1B

	Year 20
REVENUES:	
Property Tax	1,044,000
Transfer Tax	19,000
Total Sales Tax	673,000
Franchise Fees	110,000
Business Licenses	104,000
Transfers From Other Agencies	491,000
Miscellaneous Revenue	237,000
Total Recurring Revenue	2,678,000
COSTS:	
Legislative	0
Management Services	0
Finance	0
Community Development	35,000
Recreation and Community Service	313,000
Public Works	21,000
Public Works: Maintenance of New Parks	630,000
Police	261,000
Total Recurring Costs	1,260,000
NET SURPLUS (DEFICIT) BASED ON RECURRING ITEMS	1,418,000
One-time Bed Tax	108,000
TOTAL NET SURPLUS (DEFICIT)	1,526,000

Goals, Policies and Actions The Economic Development Program is organized by three major topics or goals. They are:

- 1) General Fund Revenue Enhancements through increasing property tax, sales tax and hotel tax revenues.
- 2) Intergovernmental Revenue Enhancements with such entities as the CBC, Port District and City of Oxnard (e.g. Ormond Beach).
- 3) Redevelopment Programming including the Market Street area and the Sunkist site.

Each goal, which sets an ideal for the future, is accompanied by a series of policies and actions. Policies give more specific direction than a goal and provide a clear commitment of intent. Actions are specific steps, programs, etc., which state the means to implement the policies. To ensure that the goals, policies and actions remain relevant, the Economic Development Element requires an update approximately every five years.

The following presents the goals, policies and actions for economic development in the City of Port Hueneme:

GOAL 1 : TO MAXIMIZE THE AMOUNT OF SALES TAX REVENUE CAPTURED BY THE CITY OF PORT HUENEME.

Policy 1.1: Attract 114,000 square feet of new community and neighborhood-serving retail development by 2010 in order to maximize market potential.

Action 1.1.1: The City should encourage the types of community and neighborhood-serving stores that currently serve the City. This may involve such activity as direct solicitation of headquarters of chain stores and placement of advertisements in trade journals.

Action 1.1.2: The City should monitor interest in Port Hueneme by owners of independent stores through inquiries received by the Chamber of Commerce, City Business License section, Building and Safety Division, and Planning Division. The purpose of such monitoring efforts is to identify individual businesses that may not be identified through other means.

Action 1.1.3: The City should improve lines of communication between retailers and the City, through periodic forums or a designated City contact person, on issues of concern. Issues of concern to the current retail base may impact the perception of business owners considering Port Hueneme as a new location. On-going efforts to address issues provide a means not only for resolution, but for further understanding and clarification.

Action 1.1.4: The City should develop, in conjunction with the Chamber of Commerce, an on-going program to promote the City's shopping opportunities to residents of Port Hueneme and surrounding communities. Existence of such a program supports efforts to capture new retail activity in Port Hueneme.

Action 1.1.5: The City should retain high standards regarding landscape and design requirements for commercial buildings.

Action 1.1.6: The City should consider encouraging unique design features and/or amenities in future shopping centers. This can be achieved through the planning review process during which the City indicates its wishes, formal design guidelines and design review process, or a height and/or density bonus.

Policy 1.2: Secure the City's existing community-serving commercial core along Channel Islands Boulevard and Ventura Road thus retaining sales tax revenue in the City, to meet the needs of the current and projected population.

Action 1.2.1: The City should implement an outreach program to encourage existing businesses to stay in the City and improve lines of communication between retailers and the City on issues of concern among the retail community.

Action 1.2.2: The City should develop, in conjunction with the Chamber of Commerce, an on-going program to promote the City's shopping opportunities to residents of surrounding communities as well as to residents of Port Hueneme.

Action 1.2.3: The City should monitor the condition/status of the older shopping centers and small, under-utilized commercially-zoned parcels and determine if and when public assistance is required. Conditions such as multiple ownership may inhibit the ability of developers to recycle without City intervention, regardless of development pressures.

Action 1.2.4: The City should continue provision and maintenance of such public amenities as median landscaping.

Policy 1.3: Explore methods, in addition to attracting and retaining retail activity within the City, to obtain sales tax revenue.

Action 1.3.1: The City should pursue industrial firms that generate sales tax revenue and are able to use Port Hueneme as their base for reporting tax receipts.

Action 1.3.2: The City should continue to monitor businesses in the City to ensure that sales taxes are reported accurately in respect to point of sales and method of allocation.

Action 1.3.3: The City should monitor hotel, lodging, and resort-related markets for indications of opportunities to attract such uses. Consideration should be given to the value of ocean views/proximity such as afforded by the Sunkist site, and other ocean front locations.

GOAL 2: ENCOURAGE AND ACCOMMODATE GROWTH IN INDUSTRIAL OR RELATED OFFICE ACTIVITY OVER THE NEXT TWO DECADES WHILE MAINTAINING FLEXIBILITY TO PURSUE ALTERNATIVE LAND USES AS MARKET OPPORTUNITIES PRESENT THEMSELVES.

Policy 2.1: Increase, as market conditions permit, the number of firms within the existing industrial area so that approximately 19 acres that are currently vacant will be developed by 2010.

Action 2.1.1: The City should pursue, to the greatest extent feasible, industrial firms that generate sales tax revenue and are able to use Port Hueneme as their base for reporting tax receipts. Close coordination should be maintained with the CBC and the Port District.

Action 2.1.2: The City should pursue industrial firms that are most likely to be good corporate citizens, i.e., voluntarily complying with regulations, participating in community events and organizations, etc. Such a likelihood can be evaluated during the planning process through contact with the jurisdiction from which the firm is relocating, if applicable. Close coordination will be maintained with the CBC and the Port District.

Action 2.1.3: The City should establish a marketing program to contact and attract new industrial firms. This marketing program should incorporate an on-going means of evaluating the industrial climate in the nation and in the region to optimize effectiveness in relating market activity to Port Hueneme's goals.

Action 2.1.4: The City should encourage the location in the City of firms in industries that are not specifically targeted by the marketing program, if these firms represent job-creation opportunities.

Action 2.1.5: The City should retain high standards regarding landscape and design requirements for industrial buildings.

Policy 2.2: Pursue actions other than attracting new industrial users that would maximize the value to the City of the current industrial area.

Action 2.2.1: The City should monitor the availability of vacant land and buildings zoned for industrial use in order to provide information to targets of the marketing program as well as to provide a basis on which to periodically adjust the scope and size of the marketing program.

Action 2.2.2: The City should monitor the amount of non-industrial activity or inquiries regarding non-industrial activities in industrial areas and evaluate the impacts on both the commercial and industrial areas.

Action 2.2.3: The City should maintain on-going contact with local realtors to keep abreast of local real estate prices and trends relative to surrounding competitive areas and the most advantageous mix of industrial and non-industrial uses.

GOAL 3: PROVIDE FOR THE FISCAL HEALTH OF PORT HUENEME BY MAINTAINING FISCAL STABILITY AND COORDINATION OF CITY ECONOMIC DEVELOPMENT EFFORTS.

Policy 3.1: Generate growth such that the mix of uses at any time provides net fiscal gains to the City.

Action 3.1.1: The City should determine the need for a fiscal impact analysis as part of the development review process. The purpose is to provide input into assessment of City-wide impacts of development activities and to determine what costs to the City, if any, may be subject to mitigation.

Action 3.1.2: The City should monitor the fiscal impact of the mix of development proposals and activity on an annual basis to determine which or what kind of activities, if any, should be encouraged or delayed (according to their net positive or negative fiscal impact) over the planning period.

Action 3.1.3: The City should continue to periodically assess the structure of utility rates and user fees to ensure that such rates and fees cover the true costs to the City.

Action 3.1.4: The City should identify means of funding and implementing economic development activities such as CDBG funds, sales tax rebates, land write-downs, loan funds from banks due to their CRA requirements, and a non-profit economic development criteria; and, develop criteria with which to determine the appropriateness of public assistance.

Policy 3.2: Maintain an effective system within City government to pursue economic development activities.

Action 3.2.1: The City should maintain or ensure the quality of: City assets and amenities that serve to make Port Hueneme an attractive location for economic development activities.

Action 3.2.2: The City should coordinate with the Chamber and other agencies whose economic development activities may overlap or coincide with the City's.

Action 3.2.3: The City should update the Economic Development Element every five years.



CITY OF PORT HUENEME
GENERAL PLAN

Local Coastal Program Amendment 1-98

(2015 GENERAL PLAN UPDATE)

Local Coastal Program Amendment 1-98

(2012 GENERAL PLAN UPDATE)

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Section I
Introduction

Section I

Introduction

SECTION 1: INTRODUCTION

What is the Local Coastal Program?

The Local Coastal Program (also called the LCP), mandated by the California Coastal Act of 1976, is a planning document prepared by cities and counties who have shoreline areas. The California Coastal Act is legislation intended to ensure that coastal areas of California are developed in a manner responsive to public objectives. The Act establishes these objectives as Coastal policies, and provides guidelines for municipal and county governments to reevaluate their existing coastal area planning and zoning concepts to determine consistency with the Act.

The California Coastal Act of 1976 declares that:

"to achieve maximum responsiveness to local conditions, accountability and public accessibility, it is necessary to rely heavily on local government and local land use planning procedures and enforcement"

in carrying out the state's coastal objectives and policies. To this end, the Act directs each local government lying wholly or partly within the coastal zone to prepare a Local Coastal Program (LCP) for its portion of the coastal zone.

An LCP consists of:

"a local government's (a) land use plans, (b) zoning ordinances, (c) zoning district maps, and (d) within sensitive coastal resources, other implementing actions which, when taken together, meet the requirements of, and implement the provisions and policies of the Coastal Act at the local level."

The land use plan, the heart of the LCP, is defined as:

"the relevant portions of a local government's general plan, or local coastal element, which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies, and where necessary, a listing of implementing actions."

What Does This Have to do
Port Hueneme?

Much of the City of Port Hueneme is within the Coastal Zone, as shown in Figure 1. This document, the Local Coastal Program, prescribes the policies and procedures governing use and development of land within the Coastal Zone of Port Hueneme. For this Coastal area, the LCP becomes the primary planning document, and takes precedence over prior planning and zoning.

The City of Port Hueneme received certification of their first Local Coastal Program on July 25, 1984. The City's LCP is being revised to reflect the new goals and policies contained in the 2015 General Plan Update.

How was the LCP Developed?

Prior to certification of the City's 1984 LCP, Port Hueneme could not unilaterally approve development projects within the Coastal Zone. The Coastal Commission retains primary responsibility and jurisdiction over the issuance of development permits for projects until the end of the LCP certification process. Once the LCP has been certified, the ability to approve development projects within the coastal zone reverts to the local agency, subject to the finding that the project is consistent with the LCP. The City of Port Hueneme has been able to approve development projects within its Jurisdiction since certification of the City's LCP in 1984.

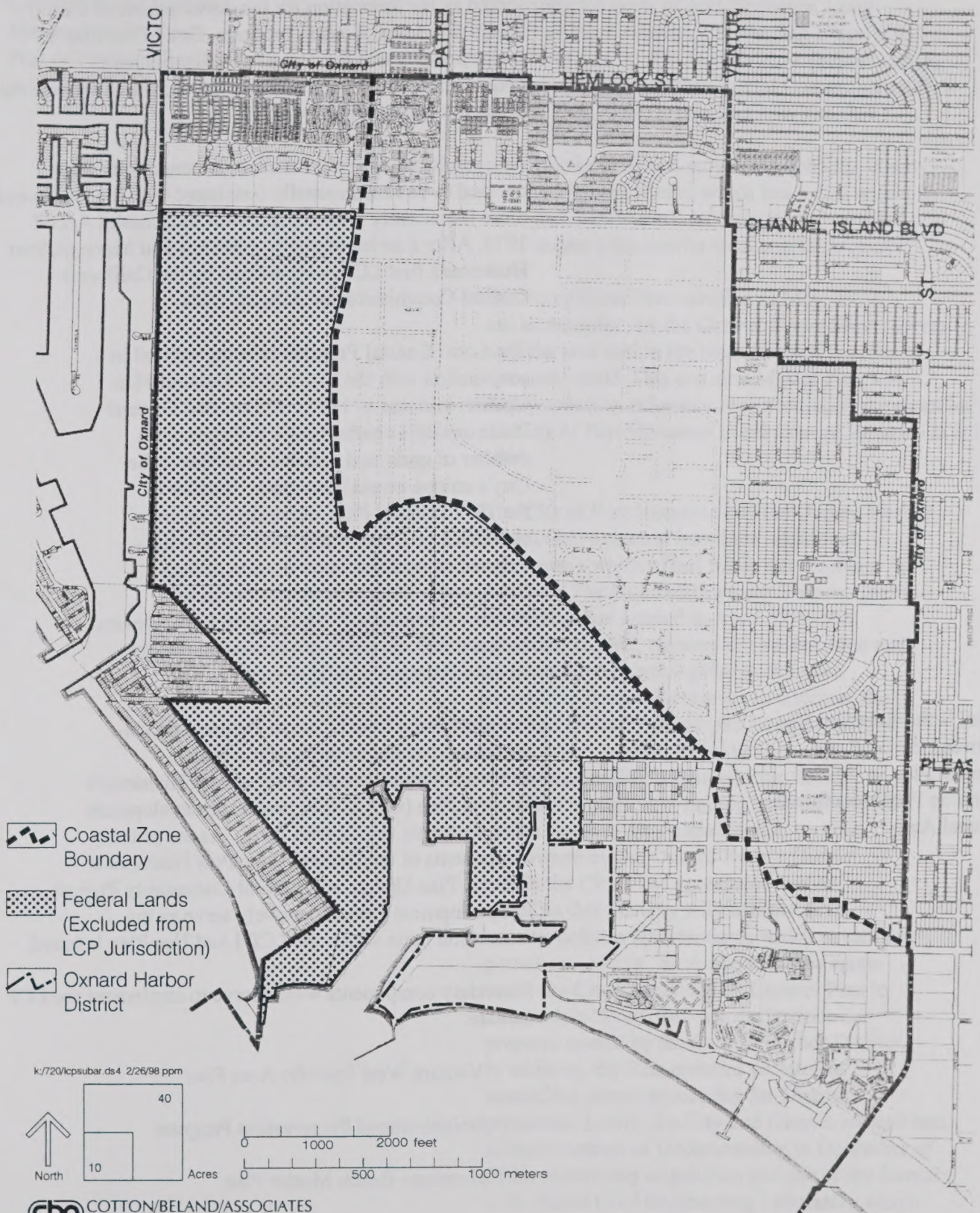


Figure 1
Coastal Zone



CITY OF PORT HUENEME
LOCAL COASTAL PLAN

What was the Process in
Port Hueneme?

The City of Port Hueneme completed a General Plan review and update in April 1977. The Plan served as the foundation for the development of the City's first Local Coastal Program. One of the Plan's major policies was the "creative utilization and preservation of the City's natural assets, which include the beach and harbor orientation".

As a result, the General Plan recommendations were deemed to be fundamentally consistent with the letter--and more importantly with the spirit--of the Coastal Act of 1976. After a series of public meetings and hearings, Port Hueneme's first LCP was certified by the California Coastal Commission on July 25, 1984.

The Local Coastal Program is being revised in conjunction with the City's 2015 General Plan Update, initiated in 1992. The revised General Plan considers coastal issues and contains a number of goals and policies to conserve the City's unique coastal resources. Similar to the 1977 General Plan, the updated version contains a goal promoting "Creative utilization and responsible conservation of the City's major natural asset -the beach and harbor environment." The revised Local Coastal Program reflects the City's continued commitment to conserve coastal resources.

What is the Relationship
Between the LCP, the
General Plan, and Other
Planning Programs for the
Coastal Area?

Put simply, the Local Coastal Program constitutes a refinement of the land use policies and implementing instruments of Port Hueneme's General Plan (GP) as they pertain to development of areas within the Coastal Zone. As the primary components of the General Plan, Port Hueneme's General Plan Update and Central Community Project Redevelopment Plan collectively serve as the foundation upon which the LCP Land Use Plan is based.

Secondary components which serve to implement the LCP include:

Ventura West Specific Area Plan

Neighborhood Preservation Program

Hueneme Beach Master Plan

Neighborhood Strategy Area Urban Design
Study

What is the Relationship
Between the LCP and the
Oxnard Harbor District
Master Plan for the
Port of Hueneme?

The Coastal Act contains special provisions governing the ports of Port Hueneme, Long Beach and Los Angeles, and the San Diego Unified Port District. These ports must prepare, adopt, and have certified by the Coastal Commission a Port Master Plan. The Coastal Act provides that:

"for information purposes, each city, county, or city and county which has a port within its jurisdiction shall incorporate the certified port master plan into its local coastal program."

The Port Master Plan certified in May, 1979, and as amended, by the Coastal Commission covers only the area within the boundaries of the Port of Hueneme itself. This certified Master Plan was incorporated by reference for information purposes into the City of Port Hueneme Local Coastal Program in July 1984.

The City of Port Hueneme and the Oxnard Harbor District have entered into three additional agreements which affect future development in the Port. The Port Development Review Committee Agreement created in April 1979, and amended in 1982, requires the consultation and cooperation on planning for areas in and around the Port of Hueneme. In addition, the City and District entered into an agreement in 1987, which requires the City to consider amending the City's General Plan, Local Coastal Program, and Zoning Ordinance to impose a single zoning classification on property owned by the Oxnard Harbor District within the City. The agreement further specifies that the City will institute development policies and standards which streamline permit processing. In response to this agreement, the City has revised its General Plan to have only a "Port" land use designation for property owned by the Oxnard Harbor District. In addition, the Plan contains policies to streamline permit processing for District properties. Lastly, the City and District entered into a Memorandum of Understanding in December of 1995, concerning acquisition and use of the former U.S. Naval Civil Engineering Laboratory which was closed and realigned in April 1996, under the third round of the U.S. Base Realignment and Closure Act of 1990.

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SECTION II

Land Use Program

SECTION II

Part 100 Program

COASTAL POLICIES

SECTION II: LAND USE PROGRAM

The Local Coastal Program for the City of Port Hueneme must conform to the policies of the California Coastal Act. These policies have been organized into 16 groups, as shown below:

- . Shoreline Access
- . Recreation and Visitor-Serving Facilities
- . Water-Oriented Recreation
- . Water and Marine Resources
- . Diking, Dredging, and Filling
- . Commercial Fishing and Recreational Boating
- . Shoreline Structures/Flood Control
- . Environmentally Sensitive Habitat Areas
- . Agriculture
- . Hazard Areas
- . Soils Resources
- . Archaeological/Paleontological Resources
- . Locating and Planning New Development
- . Coastal Visual Resources and Special Communities
- . Public Works
- . Industrial and Energy Development

The following sections briefly summarize applicable Coastal Act policies concerning these policy groups. These descriptions are excerpted from the Local Coastal Program Manual published by the California Coastal Commission and the California Coastal Act (Public Resources Code, Division 20).

Shoreline Access

Coastal Act Sections 30210 and 30211: Maximum access and recreational opportunities shall be provided for all the people, consistent with public safety needs and the need to protect public rights, rights of private property owners and natural resource areas from over use. Development shall not interfere with the public's right of access to the sea.

Visitor-Serving and Recreation Facilities

Coastal Act Sections 30212.5, 30213, and 30220: Wherever appropriate and feasible, public facilities, including parking, shall be distributed throughout an area to mitigate against the impacts of overuse of any single area. Lower-cost visitor and recreational facilities shall be protected, encouraged and where feasible, provided. Developments providing public recreational opportunities are preferred. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Water-Oriented Recreation

Coastal Act Section 30221: Oceanfront land suitable for recreational use shall be protected for recreational use and development, unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Coastal Act Section 30222: The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Water and Marine Resources

Coastal Act Section 30230: Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Coastal Act Section 30231: The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment., controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Coastal Act Section 30236: Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to: (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

Diking, Dredging, Filling and Shoreline Structures

Coast Act Section 30233: (a) the diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no

feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and

Commercial Fishing and Recreation Boating

Coastal Act Section 30224: Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating fa-

cilities in natural harbors, new protected water areas, and in areas dredged from dry land. Coastal Act Section 30234: Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demands for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Coastal Act Section 30255: Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland.

Shoreline Structure

Coastal Act Section 30235: Revetments, breakwaters, groins, harbor channels, seawalls, cliff-retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or

mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible.

Environmentally Sensitive Habitat Areas

Coastal Act Section 30240: (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

Agriculture

Coastal Act Section 30241: The maximum amount of prime agricultural land shall be maintained in production, and conflicts between agricultural and urban land uses shall be minimized. Stable boundaries shall be established separating urban and rural areas. Conversion of agricultural lands shall be limited to areas where the viability of existing agricultural use is already severely limited by conflicts with urban uses, and where the conversion would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

Soil Resources

Coastal Act Section 30243: The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities.

Archaeological or Paleontological Resources

Coastal Act Section 30244: Where development would adversely impact archaeological or pale-

ontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

Locating and Planning New Development

Coastal Act Section 30250: (a) New development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing development areas able to accommodate it, in other areas with adequate public services and where it will have significant adverse effects, either individually or cumulatively on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

Coastal Act Section 30252: The location and amount of new development should maintain and enhance public access to the coast by: (1) facilitating the provision of extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Coastal Act Section 30253: New development shall: (1) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development, and (2) Minimize energy consumption and vehicle miles traveled.

Coastal Visual Resources and Special Communities

Coastal Act Section 30251: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government, and shall be subordinate to the character of its setting.

Coastal Act Section 30253: New development shall, where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Hazard Areas

Coastal Act Section 30253: New development shall: (1) minimize risks to life and property in areas of high geologic, flood, and fire hazard; and, (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms alone bluffs and cliffs.

Public Works

Coastal Act 30254: New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division of the Coastal Act. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state or nation, public recreation, commercial recreation and visitor-serving land uses shall not be precluded by other development.

Industrial Development and Energy Facilities

Coastal Act Sections 30255 and 30260: Coastal-dependent developments shall have priority over other developments on or near the shoreline. Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division of the Coastal Act.

The Coastal Act defines "coastal-dependent development or use" as:

"any development or use which requires a site on, or adjacent to, the sea to be able to function at all."

Given this definition of "coastal-dependent," "coastal-dependent industry" is therefore industrial development which requires water adjacency.

Housing

Housing policies for coastal areas are now included in the California Government Code Article 10.7, Section 65590. As a result, this Local Coastal Program does not discuss coastal housing issues.

The following section analyzes existing conditions and potential development in the City's Coastal Zone. To facilitate this analysis, the City's Coastal Zone was divided into 11 sub-areas, which are shown in Figure 2.

The City of Port Hueneme is approaching build-out with very few sites available for new development. The 2010 General Plan Update concentrates on 23 key development sites that are vacant, underutilized or may convert to other uses. With regard to the Local Coastal Program, 21 of these key development sites are located within the coastal zone. The following sections identify the future development sites and define specific development policies for each coastal subarea.

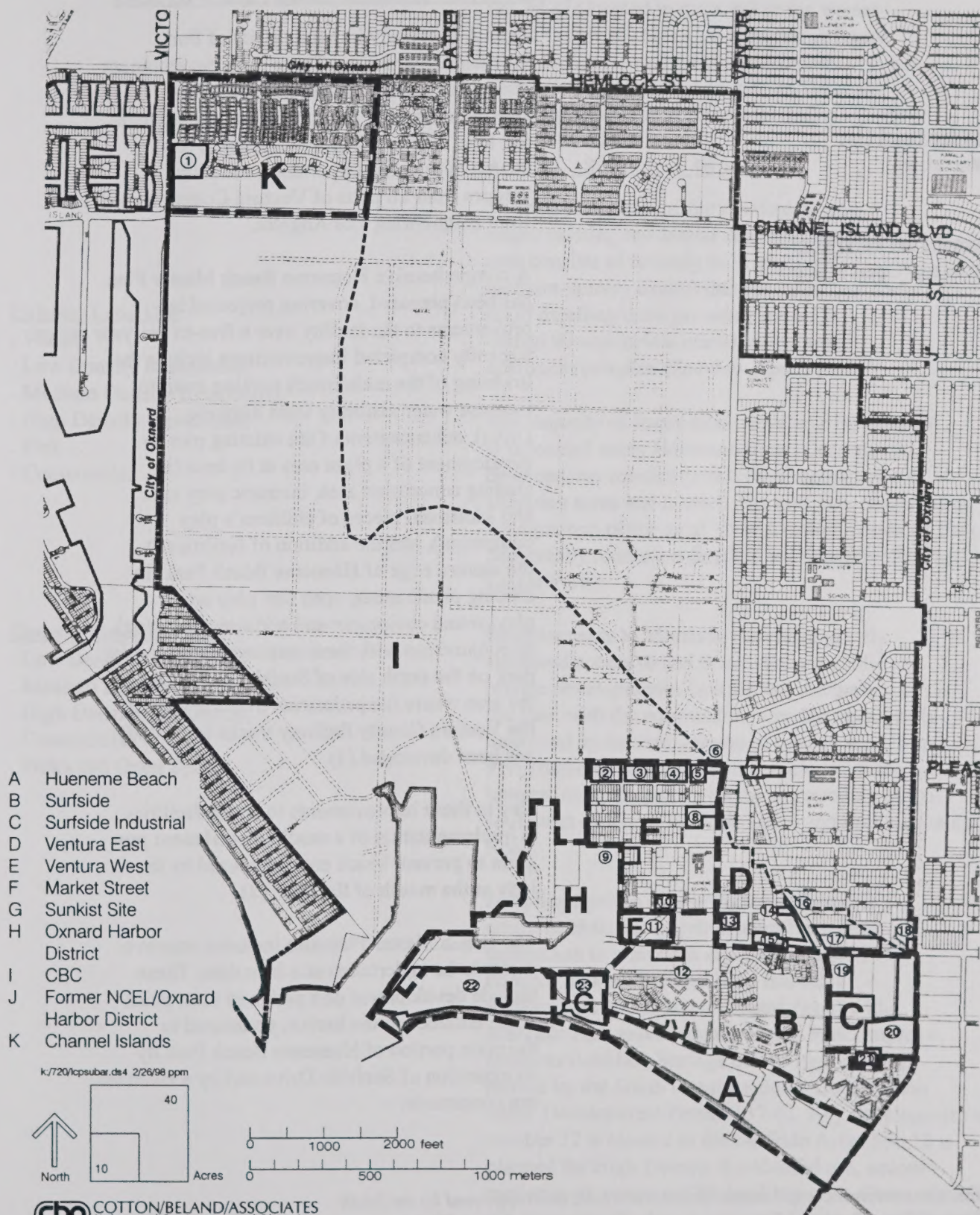


Figure 2
Coastal Zone Subareas and Key Development Sites



EXISTING CONDITIONS AND POTENTIAL DEVELOPMENT

Area A: Hueneme Beach Park - 68 acres

Existing Land Use:

. Recreation

General Plan Land Use:

. Parks and Open Space

Area A is entirely in public (City of Port Hueneme) ownership. There is no development except for beach-related structures (pier, concession stands, restrooms) and public parking lots. The beach is a recreational resource of regional importance, attracting visitors from all parts of Ventura County as well as from neighboring Los Angeles.

A comprehensive Hueneme Beach Master Plan has been prepared, covering projected improvements to the facility over a five-to ten-year period. Recently completed improvements include the lowering of the main beach parking area (to increase water visibility from Surfside Drive), enhancement of the existing pier by development of a plaza area at its base (including concession area, thematic play area and additional pieces of children's play equipment), and the addition of facilities at the eastern edge of Hueneme Beach Park (including picnic areas, open turf play area, playground equipment and additional parking). In conjunction with these improvements, a mini park on the north side of Surfside Drive (in the area where the pedestrian overcrossing of the Ventura County Railway tracks is located) has been developed.(1)

Key to these improvements to beach facilities is implementation of a sand replenishment program to prevent beach erosion caused by the jetty at the mouth of the Port. (2)

The Beach Master Plan also includes improvements to be undertaken at a later date. These include development of a park and vista point at the entrance to the harbor, connected to the main portion of Hueneme Beach Park by an extension of Surfside Drive and by a meandering promenade.

(1) *These improvements to Hueneme Beach Park have been approved by the South Central Coast Regional Commission under Development Permit 179-33.*

(2) *This program is conducted by the Army corps of Engineers.*

These improvements require the consent of the Navy, (whose Civil Engineering Laboratory (NCEL) is located in the area) or the excessing of the NCEL.(1) Also included in future plans for Hueneme Beach is enhancement of the park's westerly end along Surfside Drive to compliment and interconnect the pier/plaza area.

Area B: Surfside - 90 acres

Surfside is the beachfront residential area. Major existing residential development in the area consists of recently built high- and medium-density condominiums (approximately 12-25 dwelling units per acre) and a City-owned 90-unit below market-rent garden apartment complex (Seaview Apartments).

The majority of commercial development in Area B is located along Hueneme Road. Commercial development consists primarily of neighborhood shopping areas and a hotel. The area also contains the headquarters of the local VFW Chapter, Moranda Park, a community recreation facility, and Bubbling Springs Linear Park.

Improvements to Moranda Park have greatly enhanced access to and from adjacent public and private developments. In addition, integration of the Park with the surrounding area has been vastly improved by the realignment of the entrance from Port Hueneme Road and landscape/open space treatment integration of the park with the surrounding of the southwest corner of Surfside Drive and Port Hueneme Road.

Bubbling Springs Linear Park was formerly a drainage channel. Improvements have been undertaken to convert it into a recreational corridor, linking Richard Bard Bubbling Springs Park (outside the Coastal Zone) with Moranda Park and Hueneme Beach Park. Improvements to Bubbling Springs Linear Park were approved by the South Coast Regional Commission under Development Permit 137-02. Key development site number 12 is located in the Surfside Area. Site 12 is planned for High Density Residential use, accommodating an estimated 38 dwelling units. Currently, this site is vacant.

Existing Land Use:

- . Vacant
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential
- . Park
- . Commercial

General Plan Land Use:

- . Low Density Residential
- . Medium Density Residential
- . High Density Residential
- . Commercial
- . Parks and Open Space

(1) These improvements are not proposed for certification as a part of this LCP, and are only proposed if a change in status occurs at the NCEL.

Area C: Surfside Industrial - 40 acres

Area C contains industrial uses (auto salvage, general industrial, mini-storage) and public facilities.

General Plan land use and zoning designate the area for light industrial and public facilities use.

During the General Plan update process, a new General Plan category (Industrial) has been applied to this area. The Industrial designation permits businesses involved in laboratory, research, light manufacturing, distribution and services together with City and public facilities.

Key development sites 19-21 are located in the Surfside Industrial Area. Sites 19-21 are all planned for light industrial use. Site 19 is vacant and Site 20 is substantially vacant. Site 21 has existing light industry development.

Area D: Ventura East - 30 acres

Area D consists primarily of residential uses of various housing types and densities. Ventura East also contains the Port Hueneme Civic Center and a small number of commercial uses along Port Hueneme and Ventura Roads. The Bubbling Springs Linear Park passes through Area D.

That portion of Ventura East which faces Port Hueneme Road also contains a number of commercial establishments which may be considered “recreation and visitor-serving facilities”. These establishments include two motels and several retail businesses, whose clientele at present consists more of local residents and business related (Navy) visitors rather than visitors oriented towards the beach and Port. However, the proximity of this area to Hueneme Beach Park suggests that these establishments do cater to beach visitors, especially in summer. As a counterpart to the City’s housing conservation effort, all commercial properties within Ventura East have been targeted for revitalization through the Community Development Block Grant Program.

Key development sites 13-17 are located in the Ventura East Area. Sites 14-17 are all planned for Medium Density Residential use, accom-

Existing Land Use:

- . Vacant
- . Industrial
- . Public Facilities

General Plan Land Use:

- . Public Facilities
- . Industrial

Existing Land Use:

- . Vacant
- . Low Density Residential
- . Medium Density Residential
- . Commercial
- . Public Facilities
- . Park

General Plan Land Use:

- . Commercial
- . Public Facilities
- . Parks, and Open Space
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential

modating an estimated 133 dwelling units. Site 13 is planned for future commercial development. Currently, these sites contain a variety of uses. Sites 13 and 17 have existing residential and commercial development. Residential units are located on Site 14, residential and vacant land on site 15, and Site 16 contains a commercial use.

Area E: Ventura West - 77 acres

Ventura West is primarily a residential area, with a mix of single-family (5,000 square foot lot average) and multi-family units. Commercial development (motel, body shop, cocktail lounges, restaurants, junior market) is concentrated along Pleasant Valley Road at the north end of the area. Also located within Area E are an elementary school, fire station, residential care facility, hospital, pharmacy and medical offices. Area E also contains Mar Vista, a 60-unit assisted housing senior citizens residence. Another 90-unit senior citizens residence, Casa Pacifica, has recently been developed within Ventura West. Ventura West has been classified as a "deteriorated" neighborhood for which a Specific Area Plan has been prepared and adopted governing the scope of revitalization proposed therein. With the overall objective being the maintenance of this neighborhood as a source of low and moderate income housing, specific actions proposed as part of the Ventura West Specific Area Plan include:

- . Redevelopment, housing rehabilitation, code enforcement and selective site clearance and acquisition to effectuate neighborhood revitalization.
- . Downzoning commensurate with the predominance of single-family residences, proximity to major thoroughfares and dwelling units suitable for rehabilitation.
- . Realignment of interior streets to reinforce "a sense of place" and neighborhood character.

By virtue of the dilapidated conditions prevalent within the "ABC" Street portion of Ventura West (four block area located westerly of Ponomo Street between Pleasant Valley Road

Existing Land Use:

- . Commercial
- . Public Facilities
- . Vacant Land
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential

General Plan Land Use:

- . Commercial
- . Public Facilities
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential
- . Mixed Use

and Clara Street) together with its proximity to the USNCBC and Port of Hueneme, the City has maintained a transitional zoning classification which provides for the simultaneous development of residential and harbor-related uses for this area. As one of several tasks included within the scope of the joint Oxnard Harbor District/City Coastal Energy Impact Program Study, the "ABC" area was examined in detail relative to the potential of redeveloping the same for immediate industrial reuse. For a variety of reasons, it was concluded that such an endeavor, at least for the near term, would not be economically feasible; hence, its preclusion from the LCP and General Land Use Plan.

The Ventura West Area contains the largest number of key development sites within any coastal zone sub-area. Key development sites 2-4 are very similar with each accommodating existing residential and commercial development. Site 5, located adjacent to sites 2-4, contains only residential uses. The General Plan land use policy map designates sites 2-5 for mixed use development.

The four remaining development sites (6, 8, 9 and 10) contain various land uses. Currently, a motel and various commercial uses are located on site 6. The land use plan continues to support future commercial development on site 6. Site 8 is currently vacant and is planned for medium density residential development, thereby accommodating an additional 21 dwelling units. Site 9 and 10 will continue to accommodate residential uses with an additional 16 dwelling units slated for these sites.

Area F: Market Street - 8 acres

Market Street is the remaining commercial nucleus of Port Hueneme's former downtown. Almost the entire Market Street area is within key development site 11. The area is zoned for general commercial use and contains a variety of small retail shops, the Hueneme Bank building (an historical landmark and home of the Chamber of Commerce and Port Hueneme Museum), and a few vacant parcels. Under the current General Plan, the area is designated for commercial and visitor serving use.

Existing Land Use:

- . Vacant
- . Commercial
- . Park
- . Public Facility

General Plan Land Use:

- . Parks and Open Space
- . Commercial and Visitor Serving
- . Public Facilities

The General Plan update supports the development of visitor serving commercial and harbor-related offices in areas proximate to the Port of Hueneme, Market Street included.

Area G: Sunkist Site - 11 acres

Existing Land Use:

- . Vacant

General Plan Land Use:

- . Parks and Open Space
- . Visitor Commercial

The Sunkist Site is so named because of an old citrus packing plant, which occupied the site until it was destroyed by fire in 1977. The site is a designated County historical landmark since it was the location of the original Port Hueneme Wharf. (The warehouse itself was not related to the historical designation.) The site is divided by a strip of land paralleling Port Hueneme Road occupied by railroad tracts serving the Ventura County Railroad (VCRR). The railroad was formerly used to bring citrus from farms in the surrounding area to the packing plant for eventual export. Use of the VCRR for this purpose has declined greatly.

The Sunkist Site represents key development site 23. Of the approximately 11.4 acres contained in the site, 6.6 acres lie north of the railway; and approximately 4.18 acres are to the south. A total of 10.5 of the 11.4 acres lies north of an existing seawall; the size of that portion below the wall fluctuates with the sand pumping cycle from Channel Islands Harbor. The City's General Plan designates the site as suitable for Visitor Commercial (but unspecified) use, with the southern area, in the vicinity of the seawall, designated for parks and open space use. It has been the City's intention to tie future development of the Sunkist site to the Market Street area. Although the beach area below the seawall is privately held as part of the Sunkist parcel, public access is easily and frequently obtained by climbing the riprap and/or by walking across the beach from Hueneme Beach Park to the east. The Beach Master Plan meandering promenade passes through the lower portion of the Sunkist site.

Areas H & J: Port of Hueneme/Oxnard Harbor District - 110 acres

Existing Land Use:

- . Harbor Related

General Plan Land Use:

- . Port

Areas H & J comprise the commercial/industrial port area of Port Hueneme, under the jurisdiction of the Oxnard Harbor District. The Port is a facility of statewide significance, being the only deep water harbor between Los Angeles and San Francisco.

Area J represents key development site 22 and is the former site of the U.S. Naval Civil Engineering Laboratory (NCEL). The NCEL was selected for closure under the

Port third round of the Defense Base Realignment and Closure Act of 1993. In accordance with base closure statutes and Department of Defense policy, a community reuse plan was prepared for the former NCEL site to guide Department of Defense decisions as to whom and for what purpose the NCEL would be used following closure of the installation.

The NCEL Community Reuse Plan was prepared in a collaborative fashion with a broad-based 26 member Advisory Task Force comprised of various public/private regulatory and resource agencies; community and neighborhood representatives; civilian tenants of the NCEL; adjoining property owners; homeless service providers; and the input and direction of the U.S. Navy, Oxnard Harbor District and City of Port Hueneme through an Executive Committee. This year-long planning effort evaluated disposal and reuse of the NCEL relative to regional considerations and property characteristics; environmental opportunities and constraints; utility and infrastructure needs; market support and financial considerations; implementation strategies; homeless strategies; and site planning considerations. The planning process included over eight public meetings and several public hearings on the Plan and related environmental documents.

In short, the Plan recommends a broad range of coastal oriented uses for the 34-acre site; that is, traditional terminal operations and cargo storage; public access and visitor serving commercial; education tied to a maritime/marine biology curriculum; and aquaculture/marine fisheries. The underlying tenet of the Reuse Plan is that the NCEL be conveyed at no cost and be held in single public ownership. The basic land use pattern as recommended under the NCEL Community Reuse Plan is as follows:

- . The northern strip of NCEL land encompassing some five to six acres should be devoted exclusively to port-related uses.
- . The central portion of the site should be available for a broad spectrum of port and coastal-oriented uses.
- . The southerly strip of land, encompassing the shoreline revetment and approximately 50 feet at back of the revetment should be reserved for public

access consistent with the Hueneme Beach Master Plan.

On August 2, 1995, the City Council and Surplus Property Authority of the City of Port Hueneme approved the final NCEL Community Reuse Plan dated July 1995. On December 21, 1995, the City, the Surplus Property Authority and Oxnard Harbor District reached agreement on operations, management and ownership. This Memorandum of Understanding (MOU) cleared the way for a public benefit conveyance from the federal government to the Oxnard Harbor District for port related purposes.

As part of the NCEL conveyance, the Navy has agreed to adjust its boundaries such that the "sandspit" area fronting the Coast Guard Lighthouse at the foot of the east harbor jetty will be conveyed by either fee or license for incorporation into the public access and recreation strip of land along the shoreline revetment.

The Oxnard Harbor District has a certified Port Master Plan for the area within its jurisdiction. In addition to the MOU, the City and the District have entered into two additional agreements to guide future development within the Port of Hueneme. The Port Development Review Committee Agreement will provide an organized means of exchanging information about proposed developments in and near the harbor. The City and District entered another agreement in 1987 which requires the City to consider amending the City's General Plan, Local Coastal Program, and Zoning Ordinance to impose a single zoning classification on the property owned by the Oxnard Harbor District. In addition, the agreement specifies the City will institute development policies and standards to streamline permit processing for District projects. In conformance with this agreement, the LCP and General Plan have one land use designation for District properties. In addition, the Zoning Ordinance will be amended to be consistent. (See the Implementation Section of this LCP).

The District does contain one important recreation and visitor-serving facility whose future is of concern to the City. Hueneme Sportfishing is a commercial enterprise with five boats available either for individuals on scheduled departures or for charter by fishing parties.

Area I: Naval Construction Battalion Center (CBC) - 815 acres

The CBC controls the remainder of the harbor area. Federal facilities such as the CBC are exempt from the LCP except that the City may provide for interim zoning for Federal lands which is applicable immediately upon divestiture.

Area K: Channel Islands - 160 acres

Area K has developed primarily with residential units. Both single-family and multi-family units are located in Area K. Commercial development (office, neighborhood commercial, specialty retail) is located along Channel Islands Boulevard.

Key development site 1 is located in the Channel Islands area. The site encompasses approximately 4.5 acres and is currently vacant. The site is planned for future commercial development. The General Plan calls for the continued development of commercial uses along Channel Islands Boulevard and the preservation of low, medium, and high density dwelling units.

Areawide Hazardous Wastes

The City of Port Hueneme has problems and opportunities involving the generation, Local storage, transfer and disposal of hazardous wastes and materials as does any urban area. There are also special sources of hazardous wastes and materials associated with the CBC Center, Port of Hueneme, railroad, and oil storage and transportation. A County and City Hazardous Waste Plan, under guidance of the State Department of Health Services, has been prepared as authorized by passage of Assembly Bill 2948 (Tanner 1986). The Plan serves as the primary planning document to:

- . Analyze hazardous waste generation
- . Determine facility capacities and needs
- . Reduce waste generation and hazard
- . Manage small hazardous waste volumes

Existing Land Use:

- . Vacant
- . Commercial
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential

General Plan Land Use:

- . Commercial
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential

Coastal Land Use Program

- . Determine the need for additional facilities
- . Identify locations for expansion and new facilities
- . Set goals, objectives and policies through the year 2000
- . Schedule City and County implementation.

As provided under the State Health and Safety Code (Section 25135.7), the City of Port Hueneme has chosen to incorporate by reference the County Plan into the City's Zoning Ordinance. The County Plan intends to develop further provisions to specifically allow hazardous waste and materials handling facilities in certain zones within the coastal zone as necessary in the future. Any subsequent changes in the County Plan will require an amendment to the Land Use Plan of this Local Coastal Program. The City will participate in hazardous waste control through participation in intergovernmental efforts such as joint powers agreements.

LOCAL COASTAL LAND USE PLAN

The planning process for the updated General Plan devoted a great deal of attention to development of consensus among citizens, staff, and the consultant team on a set of goals and objectives to guide the future development of the City. Because the General Plan was and is seen as the "blueprint" planning document for development of Port Hueneme, the establishment of obtainable goals specifically related to conditions in Port Hueneme, rather than generalized goals which might be considered objectives for any city, was considered essential. These goals as stated in the General Plan remain valid, and are the basis upon which the City's Local Coastal Program has been developed.

- GP-1 Continued development of land uses which will create and sustain a strong, viable economic base for the City.
- GP-2 Creative utilization and responsible conservation of the City's major natural assets the beach and harbor environment.
- GP-3 Development and maintenance of a housing stock with a broader range of choice for residents of the City.
- GP-4 Improvement of accessibility to the City from the regional freeway and highway system.
- GP-5 "Fair Share" Payment for use of City services and facilities.
- GP-6 Protect the City's interest by continued participation with adjacent and regional jurisdictions to address common issues, including air quality, transportation, water quality and supply and solid waste disposal.
- GP-7. Create an aesthetically pleasing and efficiently organized City.

To these fundamental General Plan goals, the Local Coastal Program adds the following objectives as shown below:

- LCP-1 To maximize public opportunities for coastal access and recreation in a manner which protects natural resource areas from overuse, maintains public safety needs and respects the rights of private property owners.
- LCP-2 To protect, encourage and, where feasible, provide for increased recreational opportunities, including low and moderate cost facilities, within and adjacent to beach and harbor areas through both public and private development.
- LCP-3 To accommodate expansion of the Port of Hueneme in a manner which is compatible with the policies and land use designations of the LCP.

This is the most important section of the Local Coastal Program, because it establishes policies consistent with the Coastal Act to serve as guidelines for future development and redevelopment of the City's Coastal Zone. Table I shows the relationship of City General Plan goals and City-wide LCP objectives (presented above) to each geographic sub-area in the Coastal Zone. Table I also indicates the Coastal Act policy groups of concern to the geographic sub-areas within Port Hueneme.

Related Goals
and Objectives

Coastal Zone Policies

	General Plan Goals	Local Coastal Program Objectives	Shoreline Access	Visitor Serving and Recreation Facilities	Water Oriented Recreation	Water and Marine Resources	Commercial Fishing and Recreational Boating	Shoreline Structures and Flood Control	Environmentally Sensitive Habitat Areas	Locating and Planning New Development	Coastal Visual Resources and Special Communities	Hazard Areas	Industrial and Energy Development	Coastal Dependent Industry	Public Works	Agriculture
A. Hueneme Beach	GP-2	LCP-1 LCP-2	○	○	○				○		○					
B. Surfside	GP-1 GP-3	LCP-1 LCP-2				○					○					
C. Surfside Industrial	GP-1	LCP-3											○			
D. Ventura East	GP-3 GP-4	LCP-1	○	○		○										
E. Ventura West	GP-3															
F. Market Street	GP-1	LCP-1 LCP-2 LCP-3	○	○			○				○					
G. Sunkist Site	GP-1	LCP-1 LCP-2	○	○				○								
H. Port of Hueneme	GP-6	LCP-3	○	○			○			○	○	○	○	○		
I. CBC (1)	GP-5 GP-6	LCP-3														
J. Port of Hueneme	GP-6	LCP-2 LCP-3	○	○	○			○		○	○		○	○		
K. Channel Islands	GP-3			○						○						
L. Areawide	GP-2 GP-6	LCP-3				○	○			○	○			○	○	○

(1) Naval facilities and all federal lands are exempt from LCP jurisdiction.

Table 1
Coastal Zone Land use
Development Policy Matrix

The following sections define specific development policies for each Coastal subarea, as well as land uses consistent with such policies.

Area A: Hueneme Beach Park

LCP Land Use:

- . Parks and Open Space

Related Documents:

- . Beach Master Plan
- . Development Permit 179-33

The Hueneme Beach Master Plan is the product of a two-year planning effort which began in conjunction with redevelopment of the south-central portion of the City's Central Community Project. As adopted by the City Council in April, 1978, the Beach Master Plan establishes long-term priorities and design guidelines with respect to the programming capital improvements over an unspecified time frame. Accordingly, the Hueneme Beach Master Plan is hereby incorporated by reference into this LCP and shall heretofore serve as the City's formal policy framework within which all future actions in Area A must be consistent.

Within this context, the following specific development policies shall apply:

Shoreline Access/Recreation and Visitor-Serving Facilities/Public Works

- . Improvements to Hueneme Beach Park shall provide for the continued maintenance and public use of the beach and access to the ocean, which development shall be consistent with the Hueneme Beach Master Plan.

Shoreline Access

- . Public nonvehicular access to Hueneme Beach Park shall be protected, maintained and, where feasible, expanded.

Coastal Visual Resources

- . Because the viewshed at Hueneme Beach Park is an important public resource, improvements to the park shall not interfere with public enjoyment of views of the beach and ocean.

Environmentally Sensitive Habitat Areas

1. Definition and Location. Many undeveloped areas of the coastal zone provide habitat for many species of animals

and plants; the intent of the Coastal Act is to preserve and protect significant habitat resources. Pursuant to section 30107.5 of the Public Resources Code, an Environmentally Sensitive Habitat (ESHA) is defined as:

... any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Habitats found in the City of Port Hueneme at the east end of Hueneme Beach Park include dune plant communities and rare and endangered species such as the least tern and snowy plover (as identified by the California Department of Fish and Game and United States Department of the Interior, Fish and Wildlife Service).

Environmentally Sensitive Habitats are vulnerable to disturbances or destruction from human activities. Unrestricted access, recreational uses, and development pose the greatest threat to such habitats.

2. Planning Issues. Since the City of Port Hueneme's Local Coastal Program was certified by the Coastal Commission in 1984, certain protected species (including least terns and snowy plovers) have been observed or reported to be found at the east end of Hueneme Beach Park. Hueneme Beach Park, including the east end of the Park where these habitats and species have been observed, has been improved for public recreational purposes consistent with Coastal Development Permit No. 179-33 and the 1972 Boundary Agreement between the City, State Lands Commission, and various parties. In addition to the fishing pier, shoreline projects include completion of the main plaza of Hueneme Beach Park from Ventura Road to the easterly end of Oceanview Drive and construction of various thematic improvements at the southerly terminus of Ventura Road and a mini-park plaza at the southeast corner of Surfside Drive and Oceanview Drive. Potential impacts from these recreational uses include trampling or alteration of vegetative cover and disturbance of wildlife. These problems are primarily due to limited public awareness of habitat value and potential damage from these activities. Some potential impacts could be mitigated by proper management and maintenance of park areas and some control over types and locations of recreational activities. This area may also have potential for habitat restoration.

3. Resource Conservation Zone Overlay. The Land Use Plan includes a Resource Conservation Zone Overlay over the east portion of Hueneme Beach Park depicted

geographically in Figure 3. The following provides a programmatic policy to help protect this area prior to any future development. The Resource Conservation Zone Overlay depicted on the Land Use Map is not definitive and may need modification in the future as a result of the habitat study discussed below.

4. Resource Protection Zone Policies.

a. Future Development Projects. Prior to issuance of a coastal development permit by the City within the Resource Conservation Zone Overlay area, the proposed coastal development permit shall be found in conformity with applicable habitat protection policies of the Land Use Plan. In order to determine project conformity, the City shall cause completion of a habitat study of the Resource Conservation Zone Overlay by a qualified biologist or resource ecologist. The study shall encompass, at a minimum, the area located between Parking Lot B and the "J" Street Canal, and the Resource Conservation Zone Overlay, prior to the filing of any application for a coastal development permit, except for Special Use Permits. The qualified biologist or resource ecologist shall be selected by the Port Hueneme City Manager in consultation with United States Department of Interior Fish and Wildlife Service, the Coastal Commission Executive Director, and California Department of Fish and Game. The scope of work, methodology, period of time to be studied, and results of the study shall be submitted for review and comment by the participating parties listed above. Thereafter, final recommendations of the habitat study shall be submitted by the City as an LCP Amendment to the Coastal Commission for certification and incorporation into the City's Local Coastal Program prior to the issuance of the coastal development permit.

The Habitat Protection Study shall determine East Hueneme Beach Park's significance relative to Coastal Act definitions and resource protection policies concerning Environmentally Sensitive Habitat Areas (ESHA) and buffer areas, and potential for habitat restoration. The habitat study shall make recommendations necessary to protect any ESHA from significant adverse impacts. Such recommendations shall include, but not be limited to: (1) the specific location of any ESHA, as defined by Public Resources Code Section 30107.5, that shall be protected; (2) buffer areas to protect identified ESHA; and, (3) the following limitations appropriate for activities within identified ESHA and ESHA buffer areas: (a) restrictions and possible seasonal closures related to public access and recreation; (b) appropriate signage and fencing; (c) appropriate public viewing areas and interpretive displays;

(d) specification of the intensity and location of such uses; and, (e) delineation of areas and identification of conceptual proposals for potential habitat restoration, enhancement, and their funding sources.

Once the habitat study is completed, subsequent applications for coastal development permits in the Resource Conservation Zone Overlay area may be required to update the habitat study consistent with the parameters listed above.

b. Temporary Development or Special Use Permits Projects. All temporary development projects or Special Use Permits issued within Hueneme Beach Park (Coastal Zone Subarea A) shall be conditioned to identify the location of and potential sensitive resources within the Resource Conservation Zone Overlay and downcoast Ormond Beach areas and prohibit participants from traversing or otherwise disturbing dune areas within the Resource Conservation Zone Overlay. Applicable habitat protection policies resulting from the habitat study recommendations described in Section 4(a), above, shall be incorporated as conditions of approval for temporary development projects or Special Use Permits within Hueneme Beach Park. Special Uses or temporary developments within Hueneme Beach Park shall be focused west of Parking Lot C. Parking Lot C may be used for uses subordinate and ancillary to the main focus of special uses or temporary development activity, limited overnight recreational vehicle use, and other parking events.

c. Resource Conservation Zone Signage. The City, after consultation with the United States Department of Interior Fish and Wildlife Service and/or California Department of Fish and Game, shall post appropriate signs along the existing pedestrian walkways located between Parking Lot B and Surfside III adjacent to the Resource Conservation Zone to inform the public as to the sensitivity of the area. Said signage shall not prohibit public access to or along the beach strand.

5. Specific Habitat Types. Habitats found at the beach and policies protecting these habitats are listed below. These policies are in addition to existing State and Federal regulations which protect species of plants and animals and their habitats.

a. Dunes are distinct and sensitive ecosystems that contain certain rare, endangered, protected, or unusual plant and animal species. Dune land forms serve an important function in protecting inland areas from storm damage and erosion. This highly specialized habitat is extremely

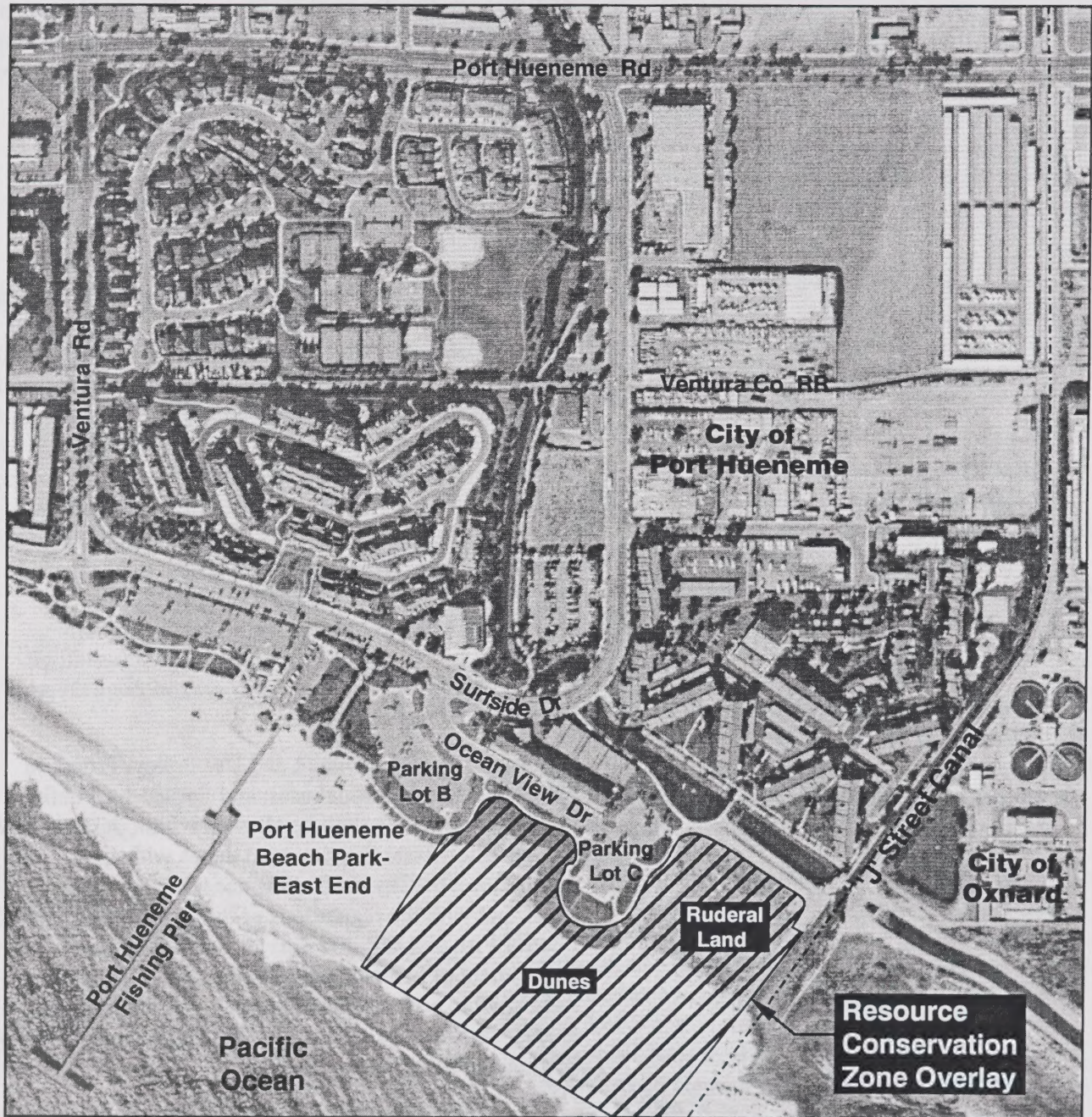
unstable due to the interaction among surf, wind, and sand conditions. Sparse, highly adapted vegetation provides the only stabilization for sand movement. The small number of undisturbed dune areas in Southern California make many of the dune species uncommon, rare, or endangered. The principal threats to dune habitats are land uses or recreational activities which result in removal of the vegetation which stabilizes the sand. Public access, recreation, and off-road vehicle use may contribute to degradation of the dune resources unless adequately controlled.

i. Sand Dune Protection Policy. Due to State-wide significance, Southern foredune and backdune habitats within the Resource Conservation Zone Overlay shall be preserved and protected. Disturbance or destruction of any Southern foredune or backdune vegetation shall be prohibited. The cleaning of debris within Southern foredune and backdunes may be done by hand but not with the use of mechanized equipment. Cleaning of debris in said dune areas should not occur between April 1 through August 30 unless accomplished in consultation with either the U.S. Department of Interior Fish and Wildlife Service or California Department of Fish and Game. All non-authorized motor and non-motorized vehicles shall be banned within the Resource Conservation Zone Overlay's coastal strand and dune areas.

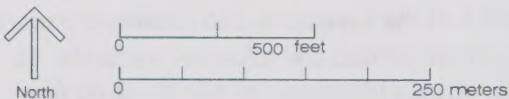
ii. Sand Dune Land Use Policy. Proposed scientific and educational uses, and limited well defined public access routes shall be allowed within the Resource Conservation Zone Overlay sand dunes with appropriate mitigation. The City shall allow access to the dune areas consistent with the regulations of the U.S. Department of Interior Fish and Wildlife Service and/or California Department of Fish and Game between April 1 through August 30 to protect critical plant life habitat or rare and endangered wildlife which is occupying the habitat during nesting and breeding seasons.

b. The west bank of the "J" Street Canal may have eroded and encroached into Hueneme Beach Park. As such, all diking, dredging, and filling activities that may occur along the western bank of the "J" Street Canal in the City of Port Hueneme shall conform to the provisions of Sections 30233 and 30607.1 of the Coastal Act to address the marine environment, riparian habitat, and adjacent wetlands. In addition, a buffer strip, a minimum of one-hundred feet (100') in width shall be maintained from the "J" Street

Canal wherein no permanent structures shall be permitted except structures of minor nature, such as, fences, interpretive signs or viewing platforms, and existing unpaved access roads.



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CITY OF PORT HUENEME
LOCAL COASTAL PLAN

Figure 3
Resource Conservation Zone Overlay

Area B: Surfside

LCP Land Use:

- . Commercial
- . Parks and Open Spaces
- . Public Facilities
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential

Related Documents:

- . Central Community Redevelopment Project
- . Hueneme Redevelopment Plan

With the exception of key development site 12 proposed for High Density Residential use, the Surfside area is almost entirely built out with - existing development determined to be consistent -with California Coastal Act policies.

Area C: - Surfside Industrial

LCP Land Use:

- . Industrial
- . Public Facilities

Related Documents:

- . Central Community Redevelopment Project

Due to its existing industrial character, low utilization, and direct road and rail access to the Port of Hueneme, the Surfside Industrial area has been identified as an area that continues to be appropriate for future industrial development including accommodating harbor-related growth.

Inasmuch as Area C lacks immediate water adjacency, coastal-dependent uses would be precluded from locating therein. Furthermore, pre-existing development within the Surfside Industrial area may not, in all cases, be conducive for subsequent conversion to harbor-related use. Hence, such development should not be precluded from continuing or being replaced by other than harbor-related uses. Therefore, coastal-related land uses are encouraged to locate in this area due to road and rail access to Port Hueneme along with other industrial uses. Within this context, therefore, the following specific development policies shall apply:

Coastal Related Industry

Due to the lack of immediate water adjacency, coastal-dependent uses shall be precluded from development within the Surfside Industrial area.

Preference shall be given to development of coastal-related uses in remaining vacant land areas.

LCP Land Use:

- . Commercial
- . Medium Density Residential
- . Low Density Residential
- . Parks and Open Space
- . Public Facilities

Related Documents:

- . Development Permit 137-02
- . Central Community Redevelopment Project
- . Neighborhood Preservation Program

Area D: Ventura East

Conditions prevalent within Ventura East pre-suppose a threefold development strategy: (1) neighborhood stabilization via code enforcement and property maintenance incentives; (2) housing conservation via rehabilitation assistance and affirmative action with respect to fair housing practices; and (3) urban design improvements via commercial property rehabilitation and cosmetic street scene treatment. Within this framework, the following specific development policies shall apply:

Shoreline Access

- . New development in Ventura East shall not adversely affect the public nonvehicular beach access provided by Bubbling Springs Linear Park, and if possible, shall enhance it.

Recreation and Visitor-Serving Facilities

- . Due to the lack of immediate water adjacency and/or proximity to water oriented activities, development of new recreational and visitor-serving facilities within Ventura East shall not be encouraged. New development, however, shall be prohibited from adversely affecting pre-existing recreational and visitor-serving uses, provided that such uses are not allowed to deteriorate into sub-standard or dangerous condition.

Water and Marine Resources

- . The biological productivity of the Bubbling Springs Waterway and any adjoining habitat shall be protected, maintained and, where feasible, enhanced.

Area E: Ventura West

The Ventura West Specific Area Plan was adopted in February, 1978. The Specific Area Plan delineates a three-fold revitalization strategy: (1) redevelopment via selective site acquisition and clearance to facilitate elimination of dilapidated conditions, provision of sites for development of low and moderate income housing, and promotion of long-term economic development

LCP Land Use:

- . Low Density Residential
- . Medium Density Residential
- . Commercial
- . Public Facilities
- . High Density Residential
- . Mixed Use

Related Documents:

- . Ventura West Specific Area Plan
- . Development Permit 179-33
- . Central Community
Redevelopment Project
- . 1979 Coastal Energy Impact Program
- . Neighborhood Preservation Program
- . Port Development Review Committee
Agreement

objectives; (2) neighborhood stabilization via code enforcement and urban design improvements to facilitate elimination of blight and blighting influences, and stimulation of private reinvestment; and, (3) housing conservation via rehabilitation assistance and property maintenance assistance incentives to facilitate eradication of substandard housing conditions, provision of expanded housing opportunities for persons of low and moderate income, and institution of community pride and neighborhood cohesion.

Collectively, these action plans and programs have served as the overriding development strategy for Area E. Within this context, the Ventura West Specific Area Plan is hereby incorporated by reference into this LCP and shall heretofore serve as the City's formal policy frame work within which all future actions in Area E must be consistent.

As to the "ABC" area of Ventura West, a mixed use and medium density residential land use designation is proposed with a transition encouraged to coastal related industry as needed to serve harbor related uses. In this respect, establishment of a "transitional" zoning classification which provides for the simultaneous development and coexistence of residential and harbor-related uses under specific performance criteria is suggested. Compatibility between residential and any future coastal related industrial land uses will be provided with adequate land use transition or buffer areas such as sound walls, landscaped open space, park lands, and existing streets.

Within this context, the following specific development policies shall apply:

Housing

- . Development within Ventura West should be consistent with that of the Ventura West Specific Area Plan and shall, where feasible, protect, maintain and provide expanded housing opportunities for persons of low and moderate income in furtherance of neighborhood revitalization.

Coastal-Related Industry

- . The transition of uses within the "ABC" portion of Ventura West from that of residential and commercial to

coastal-related shall be accommodated through permissive zoning to the extent that such are mutually compatible. The transition of this area shall be coordinated between the City and Oxnard Harbor District. To protect existing residential land uses while providing for adequate buffer area within the streets, land proposed for conversion may be converted to coastal-related industrial uses on a full block-by-block basis for the "ABC" area.

. Due to the lack of immediate water adjacency, coastal-dependent uses shall be precluded from development within the "ABC" area of Ventura West.

Area F: Market Street

Resolution of the Market Street area in relation to Coastal Act policies and concerns regarding Port access and utility presupposes a three-fold development strategy for Area F: (1) redefining the Market Street commercial corridor so as to include Area G within the urban design concept; (2) restricting uses within the Market Street corridor in relation to their proximity to the Pacific Ocean and Port of Hueneme; and (3) emphasizing visual linkage to the Port of Hueneme as a primary design consideration with direct access being secondary thereto. Within this context, the following specific development policies shall apply:

Shoreline Access/Coastal Visual Resources /Commercial Fishing and Recreational Boating

. Due to the Market Street area location near the Port of Hueneme, the City where feasible, will increase access to the Port's industrial, commercial, fishing and sports fishing activities and the ocean's recreational and visitor-serving amenities. In addition, if possible new development will increase visual access to the Port.

. By virtue of its proximity to the Port of Hueneme and distance from the Pacific Ocean, the Market Street area shall serve as an interface between uses of a general commercial, speciality retail and harbor-related nature.

LCP Land Use:

- . Commercial
- . Public Facilities
- . Parks and Open Space

Related Documents:

- . Port Development Committee Review Agreement
- . Central Community Redevelopment Project

Recreation and Visitor-Serving Facilities

Development within the Market Street area shall be coordinated between the City and Oxnard Harbor District which development shall not be designed so as to interfere with the Port's functions.

LCP Land Use:

- . Commercial and Visitor-Serving
- . Parks and Open Space

Related Documents:

- . Port Development Review Committee Agreement
- . Hueneme Beach Master Plan
- . Central Community Redevelopment Project

Area G: Sunkist Site

The Sunkist Site, as a large parcel with ocean and frontage under single ownership, represents a coastal resource requiring careful planning.

Development of the Sunkist Site should be undertaken comprehensively in accordance with an approved master plan.

As to the nature of allowable uses, the prominence of Area G relative to its proximity to both the Pacific Ocean and Port of Hueneme presupposes a more limited range of commercial uses than that which applies to the Market Street area. Specifically, Section 30222 of the Coastal Act provides that "visitor-serving commercial and recreational facilities designed to enhance public opportunities for coastal recreation" have priority over all other uses except agriculture and coastal-dependent uses. So as to accommodate recommendations of the Oxnard Harbor District, it is proposed that a limited range of such uses (i.e., harbor-related offices) be allowed consistent with the general intensity and character of recreational and visitor-serving development as the predominate land use.

Within this context, the following specific development policies shall apply:

Shoreline Access/Coastal Visual Resources

- . Development of the Sunkist Site shall preserve, enhance and, where feasible, increase visual and physical access, both vertical and lateral, to and along the beach consistent with the Hueneme Beach Master Plan.

Recreation and Visitor-Serving Facilities

- . No development on any portion of the Sunkist Site shall be approved in the absence of a comprehensive master

plan for the entire parcel. This plan will include a recreational component, which plan and corresponding development shall be subject to the following standards:

(i) The developable portion of Area G located southerly of the existing Ventura County Railroad tracks shall be limited to visitor-serving and commercial-recreational facilities as listed in the underlying zone classification.

(ii) The developable portion of Area G located northerly of the existing Ventura County Railroad tracks may include harbor-related office uses in addition to visitor-serving and commercial-recreational facilities as listed in the underlying zone classification.

(iii) Development on the northerly portion of the Sunkist Site shall be coordinated between the City and Oxnard Harbor District which development shall not be designed so as to interfere with the Port's coastal dependent and coastal-related functions.

(iv) Construction of public parking on the Gion Easement (a one-half acre parcel landward of Surfside Drive, southeasterly of the Sunkist Site).

(v) Landscaping improvements, including sand stabilization, restrooms, parkway and urban design improvements, for the west end of Hueneme Beach Park, and urban design connection to the Market Street area.

Areas H& J: Port of Hueneme/Oxnard Harbor District

Closure of the NCEL in April 1996, presented both opportunities and problems. To address these issues, the NCEL Community Reuse Plan Port Hueneme was adopted by the City Council in August 1995, and endorsed by the Board of Harbor Commissioners in December 1995. Within this context, land use recommendations set forth in the Reuse Plan may serve as a guiding development strategy for Area J and is hereby incorporated by reference into this LCP.

A change in land use set forth in the Reuse Plan recommendations involves shoreline access. Improvements originally proposed, if a change occurs at the NCEL, is illustrated in the 1979 Hueneme Beach Master Plan. This original plan depicts a single phase extension of Surfside Drive at back of revetment to a large (five to six-acre) park near the harbor entry encompassing a large parking lot, turnaround, and thematic structures. However, the Reuse Plan suggests a different approach whereby needed repair of the revetment is to be coordinated with improvements to shoreline access. In this way, rather than merely extending Surfside Drive, the NCEL Reuse Plan combines a narrow roadway at back of revetment separated from a new bike and pedestrian pathway atop or alongside the revetment to increase visibility and access to the ocean. Determination of the need for roadway access would be made as land uses are finalized and specific developments are designed, as well as as the nature and timing of development to the adjacent Sunkist Site.

In addition, while the Beach Master Plan depicts a large park at the terminus of the shoreline access, it is not recommended in the Reuse Plan because: (1) it is not considered necessary to meet recreational needs; (2) it would conflict with existing structures and activities to remain on-site; and, (3) it would be difficult to fund (both in terms of improvements and ongoing maintenance). It is recommended therefore, that a more modest shoreline access turnaround and vista occur at the existing lighthouse and "sandspit" at the base of the east harbor jetty providing views of the harbor entrance with limited parking if vehicular access is installed. Public access to the approximate to the 1/2 acre "sandspit" area at the base of the east harbor jetty is dependent upon successful property line adjustment from Navy ownership/use.

Specific uses as to land, water and wharf areas within the confines of Areas H and J are governed by a Port Master Plan which, as authored and administered through the Oxnard Harbor District, has been prepared and certified independent of this LCP. In accordance with California Coastal Act Section 30711, the certified Port Master Plan, as amended is hereby incorporated by reference to serve as site-specific development policy for purposes of

LCP Land Use:

- . Port
- . Parks and Open Space

Related Documents:

- . Memorandum of Understanding
- . Naval Civil Engineering Laboratory
- . Harbor Redevelopment Plan
- . Port Development Review Committee Agreement
- . Port Master Plan

this LCP. While the Oxnard Harbor District is the agency principally responsible for overseeing implementation of the Port Master Plan, the City of Port Hueneme, under its vested "police powers", through its Zoning Ordinance retains local discretionary permit authority within Areas H and J. The Port of Hueneme, Oxnard Harbor District, amended Port Master Plan No. 5 addresses the former NCEL property. The Plan was approved by the Coastal Commission in September 1996, and given final certification on September 13, 1996. This Port Master Plan, as amended, is incorporated by reference in this LCP and shall serve as the overriding development strategy for Areas H & J.

Development within Areas H and J shall be coordinated between the City and Oxnard Harbor District. Within this framework, those policy groups identified in Table 1 concerning the Port of Hueneme (Shoreline Access, Coastal-Dependent Industry, Recreation and Visitor-Serving Facilities, Coastal Visual Resources and Commercial Fishing/Recreational Boating, Locating and Planning New Development, Hazard Areas, and Industrial and Energy Development) shall serve as guidance for specific development proposals to be evaluated by the City for Area H. In addition to these Policy groups, land use recommendations found in the NCEL Community Reuse Plan shall serve as guidance for specific development proposals to be evaluated by the City for Area J.

The Port Master Plan, as amended, shall serve as the overriding development strategy for Areas H and J. The Port of Hueneme, Oxnard Harbor District, has coastal development permit authority for development projects within the boundaries of the certified Port Master Plan.

The City has the authority to enforce its building and zoning ordinances within the Port District boundaries if three conditions are met: (1) the ordinances do not conflict with the Coastal Act itself or with the provisions of the Port Master Plan; (2) the ordinances impose "further conditions, restrictions, or limitations on land and water use or any activity beyond those imposed by said Act or Master Plan; and, (3) the uses or activities affected might adversely affect coastal zone resources.

Area I: Naval Construction Battalion Center (CBC)

The CBC controls the remainder of the harbor area. Federal facilities such as the CBC are exempt from the LCP.

LCP Land Use:

- . Commercial
- . Low Density Residential
- . Medium Density Residential
- . High Density Residential

Area K: Channel Islands

Area K (Channel Islands) has developed into a residential area with low and high density uses. In addition, commercial uses have located along Channel Islands Boulevard. The General Plan calls for the continued preservation of these areas as residential neighborhoods and continued development of commercial uses along Channel Islands Boulevard.

Locating New Development

Development within Area K shall be consistent with that of the use designations and performance standards applicable to the underlying zone classification of land upon which such development is proposed. No development on any portion of undeveloped land within Area K shall be approved in the absence of a comprehensive master plan for all of the property designated for such use.

Recreation and Visitor-Serving Facilities

By virtue of its proximity to the Channel Island Marina and the extent of existing and planned recreational and visitor-serving facilities the commercial development within Area K shall not be limited exclusively to such facilities and uses.

Areawide Hazardous Wastes

The City will guide the siting of hazardous waste and hazardous materials handling facilities through use of the County siting criteria. Siting criteria shall regulate generation, handling and disposal through performance standards and permitting procedure for facility location, intensity, density, type and design. Appropriate mitigation to hazards and other adverse impacts identified through the environmental review and permit process shall be incorporated into conditions of approval.

Related Documents:

- . Ventura County Hazardous Waste Management Plan

The City intends to regulate significant generation and handling of hazardous waste and materials as part of discretionary review during the permit process of the underlying development or activity, or as part of any necessary Local Coastal Program Amendment. The City intends to regulate siting and design of hazardous waste and handling facilities through development review during the permit process: (e.g. transfer and storage; treatment; recycling; solidification or stabilization; incineration; and repositories for treated residues). Facilities involving hazardous wastes and/or materials will be inspected, monitored, and subject to enforcement. Existing ordinance provisions relative to Oil and Gas Extraction and Substandard Buildings apply to hazardous wastes and will continue to be utilized. Additional standards and procedures should be developed for incineration, oil recovery, contaminated soils, oil disposal sites, oil spill cleanup and disposal. Additional fees should be charged as necessary to cover the costs of regulating hazardous wastes.

Criteria for facility siting include: public access; flood plains; beach erosion and runoff; agricultural lands, seismic safety; proximity to emergency services; protection of immobile populations; sewer capacity; proximity to water wells; groundwater monitoring; air quality; location of wetlands; sensitive habitats; endangered species; cultural and aesthetic resources; consistency with the LCP; and other criteria developed through the planning and environmental review process. The following shall be considered relative to wetlands: pollution source and wetland sharing the same aquifer; sea water intrusion into existing or abandoned wells; and pollution upstream as well as adjacent to wetlands.

IMPLEMENTATION

This Section of the Local Coastal Program describes how the LCP will be implemented. Implementation of the LCP will consist of three basic components:

- . Amendment of the City's General Plan
- . Revision of the City's Zoning Text and Map
- . Implementation of the Port Development Review Committee Agreement,

Community Development Action Plan Amendments

The City of Port Hueneme General Plan has undergone a comprehensive update. The land use policy changes contained in the updated General Plan are being incorporated into the Local Coastal Program. Because both of these documents are being created simultaneously, they have been designed to be consistent. Concurrently or immediately following certification, formal amendment proceedings for the General Plan will be conducted.

Zoning Revisions

Regulations contained in a zoning ordinance are required by law to be consistent with the policies established in the general plan. This requirement for zoning consistency applies to counties, general law cities, and charter cities with a population of more than two million. As a charter City, Port Hueneme will ensure that its zoning is consistent with the General Plan. In addition, the General Plan and Zoning Ordinance must be consistent with the Local Coastal Program.

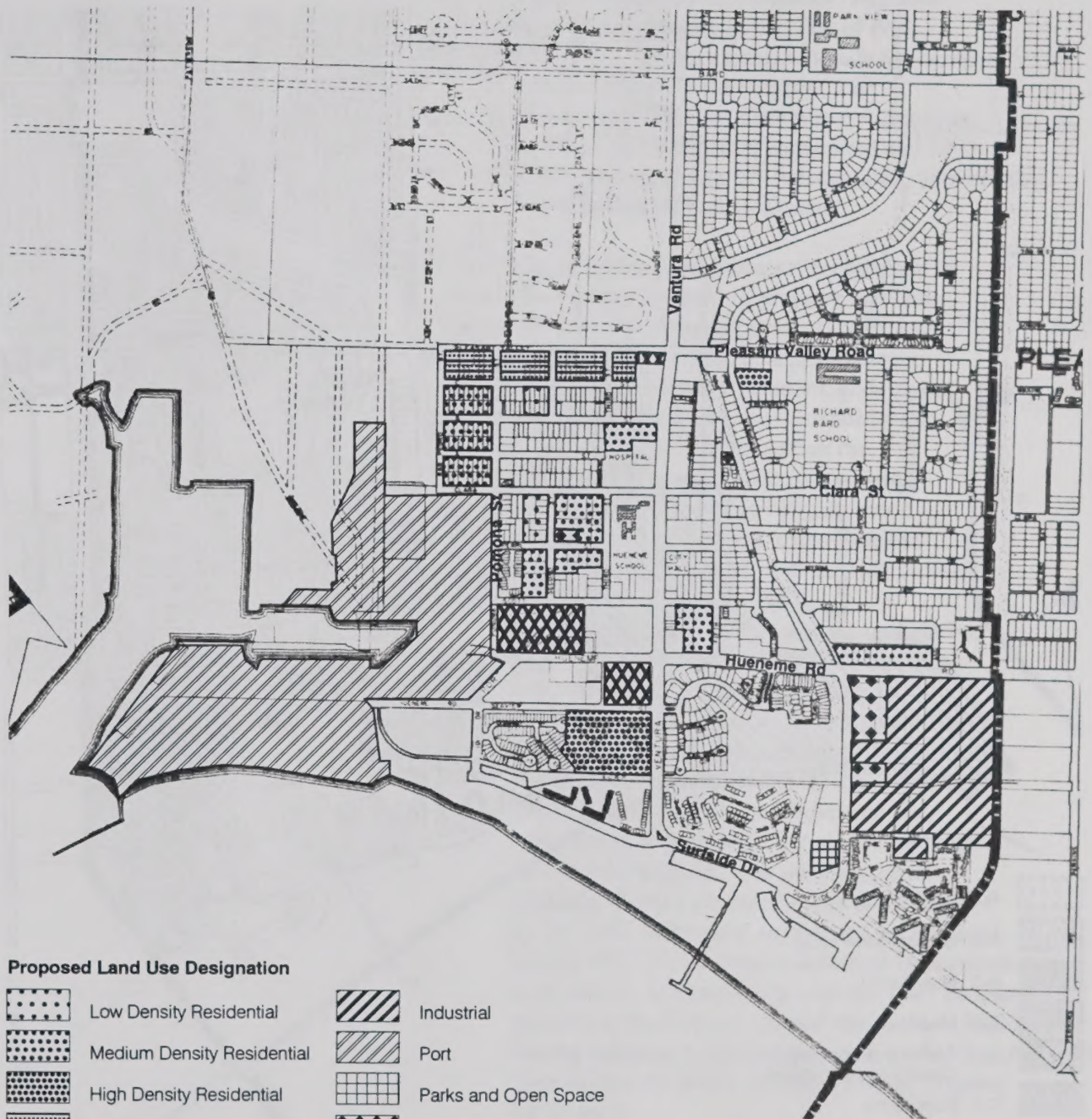
Revisions to the City's Land Use Map, as shown in Figure 4 are designed to bring land use into conformity with land use designations of the General Plan and Local Coastal Program. Revisions to the City's Zoning Map, as shown in Figure 5, are designed to bring zoning into conformity with land use designations of the General Plan and Local Coastal Program.

Modifications to the Zoning ordinance include:

- Creation of the following categories:
Port Related Industry, Mixed Use, and
Light Industry.
- Elimination of Coastal Related
Industry and Coastal Dependent Industry.

The City of Port Hueneme currently applies two separate zoning designations (Coastal Related Industry and Coastal dependent Industry) to land at the Port. In accordance with the 1987 Settlement Agreement between the City and Oxnard Harbor District, the City will need to amend the Zoning Ordinance to include a single zoning designation (Port Related Industry) for this area.

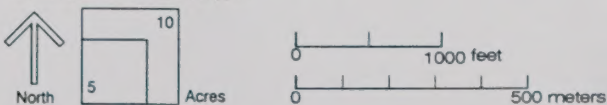
Two additional new categories were created: Mixed Use and Light Industry. The Mixed Use Designation applies to the properties aligning Pleasant Valley Road. The Light Industry designation applies to the same area formally zoned Coastal Related Industry located at the southeast intersection of Port Hueneme Road and Surfside Drive.



Proposed Land Use Designation

	Low Density Residential		Industrial
	Medium Density Residential		Port
	High Density Residential		Parks and Open Space
	Mixed Use		Public Facility
	Commercial		

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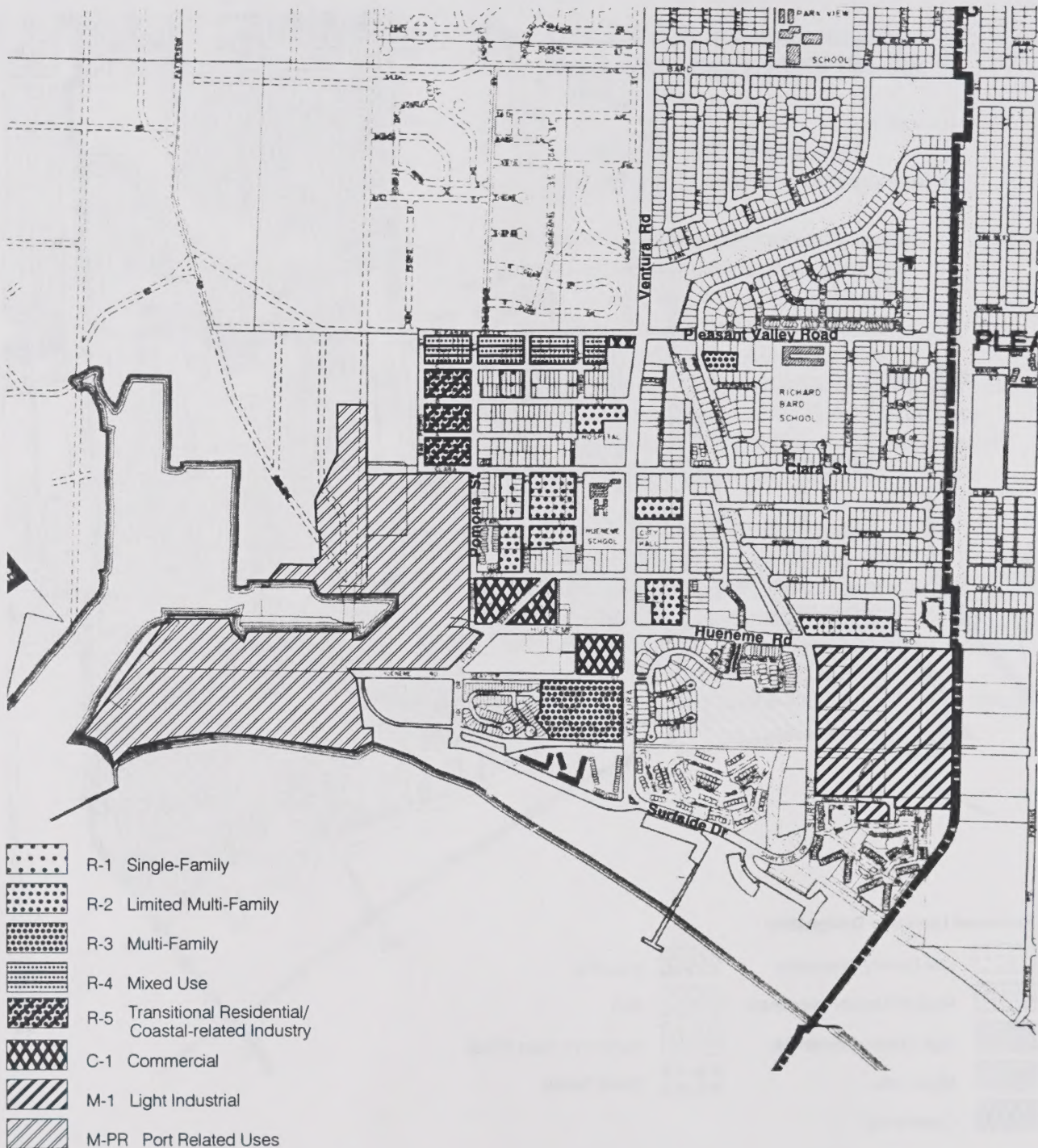


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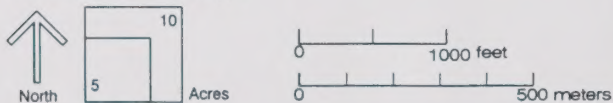


CITY OF PORT HUENEME
LOCAL COASTAL PLAN

Figure 4
Land Use Revisions



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CITY OF PORT HUENEME
LOCAL COASTAL PLAN

Figure 5
Zoning Revisions

Implementing Programs

Three "implementing programs" will continue to be executed by the City of Port Hueneme. These Programs include the Neighborhood Preservation Program; Port Development Review Committee Agreement; and the 1987 Settlement Agreement and 1995 NCEL Memorandum of Understanding between the City and Oxnard Harbor District .

The Neighborhood Preservation program is an on-going program to preserve and maintain the City's housing stock. The Program includes the following four components: housing rehabilitation program, code enforcement, commercial revitalization, and selective acquisition. Based on the age and condition of the housing-stock, the City has delineated a Neighborhood Strategy Area (NSA) in which rehabilitation and code enforcement efforts are focused.

The City of Port Hueneme and Oxnard Harbor District have entered into three agreements which affect future planning efforts in the coastal zone. The Port Development Review Committee Agreement amended in 1982 will serve as the mechanism through which development of the Port of Hueneme and surrounding areas is to be coordinate between the City and District. The other cooperative planning efforts between the City and District are the 1987 Settlement Agreement, as amended, and the 1995 NCEL Memorandum of Understanding, as amended. In compliance with the 1987 Settlement agreement, the City has created one General Plan and Zoning category for property owned by the Oxnard Harbor District (See the above discussion about "Zoning Revisions").

The Ventura County Hazardous Waste Management Plan delineates the basic criteria to be employed, in addition to LCP policies, in the siting and design of facilities associated with generation, handling and disposal of hazardous wastes and materials. Specifically, Tables 11A, 11-B, 11-C, 4A and 4B, and Figures 4-1 and 4-2 of the County Plan are incorporated by reference herein.

The first part of the book is devoted to a general discussion of the theory of the firm. It begins with a review of the classical theory of the firm, which is based on the assumption of perfect competition and perfect information. This theory is then extended to the case of imperfect competition and imperfect information, which is the case of the modern theory of the firm.

The second part of the book is devoted to a detailed analysis of the theory of the firm. It begins with a review of the classical theory of the firm, which is based on the assumption of perfect competition and perfect information. This theory is then extended to the case of imperfect competition and imperfect information, which is the case of the modern theory of the firm.

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Figure 1

Section III

Zoning Ordinance

Section III

Learning Objectives

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